

RoadRunner



Ministry of Transportation and Infrastructure
Staff Newsletter August 2010

Deputy Minister Awards 2010

Submitted by Lorraine Henderson, Workforce Planning Manager

The Deputy Minister Awards are an opportunity for co-workers to nominate their peers who have demonstrated excellence and made exceptional contributions to the Ministry of Transportation and Infrastructure.

This spring, we had the names of almost 200 employees put forward, for their extraordinary work. We heard not only from colleagues, but industry partners, stakeholders and other levels of government. There are nine categories, in which either an individual or team, can be nominated. A new category was added this year, for mentorship, as proposed by the Employee Advisory Forum's Team Appreciation.

The evaluation committee of Murray Tekano, Tina Strachan and Barbara Thomas had their work cut out for them in selecting the award recipients. After careful evaluation, eight individuals and nine teams were selected to receive awards.

This 198 staff nominated were from all geographic regions: Headquarters, four individuals and seven teams; South Coast Region, five individuals and one team; Southern Interior Region, two individuals and four teams; and, Northern Region, four individuals and ten teams.

Celebrations were held in Victoria, Burnaby, Kamloops and Prince George, over a two-week period in July. It was exciting to see the support given to the recipients by their families, friends and coworkers as they crossed the stage to receive their awards!

"Through your efforts, and the support received from colleagues, family and friends, you help

to make the Ministry of Transportation and Infrastructure a rewarding place to work," Deputy Minister Peter Milburn said. "You're a source of inspiration, and on behalf of our executive, I extend my congratulations to you."

Congratulations and thank you to all of the individuals and teams who were presented with awards recognizing their amazing contributions and outstanding efforts which benefit the public and the ministry.

For photos and information about the award-winning achievements, see:

www.th.gov.bc.ca/Content/RecognitionAward/awardrecipients2010/awardrecipients2010.asp

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Beverly van-Druten Blais and Tina Strachan congratulate Corporate Writing Services Manager Sara Haskett on being one of two people presented with the ministry's first-ever Mentorship Award. Sara was recognized for her commitment to her staff's growth in the public service.

Skeena District Operations was presented with a Safety Initiatives Award for its long-term, extensive efforts which resulted in 50 per cent less crashes on Highway 37. Highways ADM Mike Proudfoot (far left) and Deputy Minister Peter Milburn (far right) met with the group in Prince George. Members of the winning team are Geoff Phillips, Nathan Voogd, Grant Watson and Randy Penner. Absent: Larry Proteau.



Editor's Note

Curiosity is the public service value most intrinsic to my nature.

Last year, I'd seen a section of *The Vancouver Sun* for which the Dalai Lama was guest editor. It made me wonder who I would choose as a guest editor for *Road Runner*, if tasked with that job.

My mind went back to the some of the people from whom I learned my newsgathering, editing and writing skills. There was my college journalism instructor Richard Burke, who worked part time at *The Lethbridge Herald*, and my British schoolteacher mother who at 80 years remains a stickler for correct use of English. Then there's *Up here: Life in Canada's North* publishers Ronne Heming and Marion LaVigne, who I worked for in the 1980s, and whose magazine just won the 2010 National Magazine Awards.

While I would trust any of these mentors with editing *Road Runner*, I realized I still didn't quite understand how the Dalai Lama was qualified to

be a guest editor for a Vancouver daily newspaper. So, I went online to investigate.

It turns out that guest editors are employed by poetry, science, automotive, electronic gaming, fashion and social research publications, (and a "fictional travel guide to Scotland") among many other news media. The guest editor is thought to bring a new perspective, or to be specially suited

to lending a guiding hand to a special section or edition of the publication. In the Dalai Lama's case, he was guest editor of an *Educating the Mind* supplement, published in advance of the weekend's Peace Summit.

The guest editor's main job is to solicit and receive manuscripts, and in some cases, add "glamour" factor. However, it does not appear that they take on the work of scrupulous proofreading, tracking down missing information, clarifying confusing sentences, fact checking, and writing creative headlines and clever photo captions.

I'm no closer to knowing who I would choose as a guest editor for *Road Runner*, or for what purpose. But while my curiosity didn't take me where I thought I was going, I enjoyed the trip along the way.

May all your journeys be just as enriching.

Nancy McLeod, Editor



A giant redwood tree, from Ron and Sherry Sharp's 8,400-kilometre road trip.

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The *RoadRunner* is an employee newsletter, published four times a year.

We welcome your story submissions. Email your article as a Word document (approx. 350 words) and your photographs as jpegs to: RoadRunner@gov.bc.ca.

In the email for your story, please attach the text as a Word document and attach the graphics (photos, charts, etc.) as jpeg or pdf files. Please DO NOT embed graphics in the article - this compromises reproduction quality and the images may not be useable by our graphic artist.

You can check out the Employee Advisory Forum website for regular updates:

http://gwww.th.gov.bc.ca/EAF/home_intra.asp.

For @Work - the Public Service Community Website, visit: <https://gwww.gov.bc.ca/>

Browse the TRAN Online Store at:

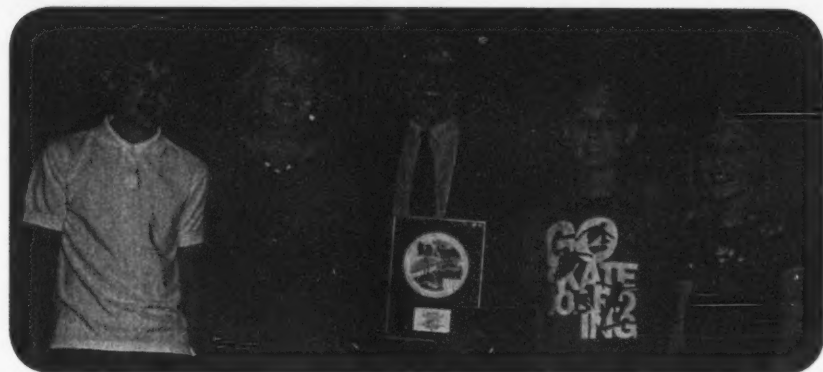
<http://gwww.th.gov.bc.ca/gwww/hr/content/store/onlinestore.pdf>

Graphic design for this issue was provided by Kathy Macovichuk.

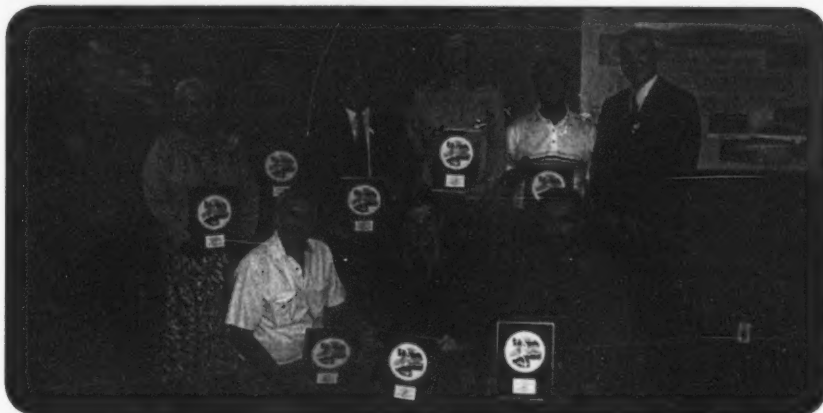
Deputy Minister Awards 2010 ...Continued from Page 1



The Passenger Transportation Branch received a Deputy Minister's Award for Public Service for its contributions to the 2010 Winter Olympic and Paralympic Games. Back Row: Chief Operating Officer Dave Byng, Dave Hamett, Shaun Matthews, Barbara Webster, Janette Leung, Doris Sundquist and Tom Greene. Front Row: Louise Swan, Leona Birchard, Marilou Galang, Deb Connors, Sue Sun, Margaret Lovell, Grace Pascoe and Sindy To. Absent: Patti Dixon, Anne Ng and Jeanette Wong.



Al Szczawinski (centre) with family members Jacob Szczawinski, Barb Lund, Max Szczawinski and Kira Szczawinski. AI was among seven members of the Data Room Team which received an award for Process Improvement for its ingenious use of technology. The team has created virtual libraries of technical information for the ministry's major projects, which can be accessed in a secure environment, by local and international users. Other team members are Raena Ishii, Bruce McAllister, Gavin McLeod, Ed Sabadash, Gord Smith and Wayne Yee.



Individuals and team members for various awards gathered in Kamloops. Back Row: ADM Mike Proudfoot, Penny Radies (Public Service), Harvey Nelson (Significant Project – Coquihalla Toll Plaza Demolition), Grant Lachmuth (Significant Project – Sea to Sky Highway Improvement), David Retzer (Process Improvement – Regional Website), Dave Schleppe (Significant Project – Coquihalla Toll Plaza Demolition) and Deputy Minister Peter Milburn. Front Row: Don Shaw (Leadership), Joey Alain (Process Improvement – Regional Website) and Glenn Taylor (Process Improvement – Vehicle Inspection Program and Regulations.)

Deputy Minister Award Winners

PUBLIC SERVICE

outstanding dedication, commitment and consistent excellent service

Scott MacDonald

Penny Radies

Lynda Petruzzelli

Karen Westlund

Passenger Transportation Branch

PROCESS IMPROVEMENT

implementing ideas or methods to streamline a process or reduce red tape

Southern Interior Region Website

Data Room Team

Seasonal Load Restrictions Program

SIGNIFICANT PROJECT

OR INITIATIVE

work which results in benefits to the ministry and/or stakeholder groups

Sea-to-Sky Highway Improvement

Coquihalla Toll Plaza Demolition

MENTORSHIP

guiding, supporting and promoting the career development of others

Sara Haskett

Bob Wylie

LEADERSHIP

empowering people to make something extraordinary happen

Don Shaw

Bob Corder

SAFETY INITIATIVE

noteworthy contributions to improvement in the workplace

Skeena District 10-year Highway

Safety Initiative

Vehicle Inspection Program

and Regulations

TECHNICAL INNOVATION

AND ACHIEVEMENT

application of outstanding technical skills which results in advancement and benefits to the ministry

Solar-Powered Wireless Webcams

Scores Soar in Customer Satisfaction Survey

Submitted by Robyn Abbott, Business Coordinator

The Properties and Business Management Branch has conducted the Ministry of Transportation and Infrastructure Customer Satisfaction Survey annually since 2002, soliciting feedback from external clients and the general public. Responses to the survey allow the ministry to evaluate our performance from an outside perspective, and identify our strengths and opportunities to improve. As the targets have risen, so have the efforts of the staff, and the 2009 survey results reflect the dedication and commitment shown throughout our organization.

The results of the 2009 survey show the ministry did very well overall, and achieved its target customer satisfaction score of 4.10 out of 5. Exceptional ratings reflected high opinions of staff's fair, knowledgeable, and courteous approach to customer service, province-wide.

The survey also gives us the opportunity to recognize the district offices and branches whose hard work earned such high scores. The Thompson-Nicola District takes top honours (and the beautiful trophy) with a phenomenal score of 4.47 out of 5! This year, we had so many groups demonstrate such significant improvement, we couldn't narrow it down to just one "most improved," so awards for Customer Service Excellence were given to the

Vancouver Island, Okanagan-Shuswap, Bulkley-Stikine and Skeena districts, and the Passenger Transportation Branch, for increasing their score by more than eight per cent from 2008.

It's clear from these results, the ministry's employees take customer service excellence seriously. Congratulations to everyone for your commitment! ♦



Thompson-Nicola District Manager Sherry Eland, Highways Assistant Deputy Minister Mike Proudfoot, Provincial Approving Officer Joan Brickwood and other staff, gather around the trophy awarded to the district for its Customer Satisfaction Survey score of 4.47.

Passenger Transportation Board Participated Too

Submitted by Tom Greene, Registrar and Director of Passenger Transportation Branch

Road Runner's cover story for May 2010 focussed on the extensive work by many employees from across the ministry, which ensured smooth transportation during the 2010 Winter Olympics. Unfortunately, details about the Passenger Transportation Board were unintentionally omitted.

Passenger Transportation Board staff assumed the lead role in the development of the 2010 Winter Games Regulatory Framework. Working jointly with the Passenger Transportation Branch, the two agencies developed strategies whereby the taxi and limousine industries could temporarily increase their fleet sizes through a streamlined approval process. With an anticipated influx of more than one million visitors during the Winter Games period, it was obvious that taxi and limousine services were going to be essential components of a successful transportation system.

One part of the strategy was a streamlined approach for processing Temporary Operating Permits. During the Games period, more than 95 applications were adjudicated, compared to roughly 25 applications during an average 12-month span.

Board staff also took the lead role in working with the branch to coordinate a number of consultations with municipal and industry representatives in Metro Vancouver, Squamish and Whistler. Through the consultations, the agencies assessed anticipated demands during the 2010 Games, gathered input about how the regulatory system could best respond to those needs, and examined how commercial passenger vehicle licensing at the provincial level could be coordinated with that of area municipalities. ♦

EAFF Employee Advisory Forum

EAFF Executive Updates: Perspectives from "The New Guys"

Submitted by Tracy Houser, Manager of Engagement Initiatives

How does the Employee Advisory Forum (EAF) keep connected to the bigger picture in the Ministry of Transportation and Infrastructure?

What is Executive's commitment to supporting the activities and initiatives of the EAF members? How do they know what the EAF is doing?

So how does the EAF give and get Executive input?

- Twice a year, EAF Team Leads present their team action plans to the Executive for feedback. This meeting is an opportunity for dialogue with the Executive about opportunities for improving our work environment.
- This meeting ensures that the work of the EAF continues to be aligned with the priorities of the ministry.
- This opportunity for direct feedback supplements the ongoing connection that the EAF has to the Executive via the Human Resources Branch.

So what do the "New Guys" think?

Q: What was the highlight of your first experience with an EAF Executive Update?

Robbie: The highlight for me was having almost the entire Executive in attendance despite their hectic schedules. They made this meeting a priority – which really confirms the importance of the EAF work.

Dave: I was impressed by the diversity of themes and ideas brought forward by the EAF representatives. They brought ideas that they thought would have an impact.

Q: What did you learn at this meeting?

Robbie: Although it is a formal meeting, the presentations were given while sitting at a table. It was a comfortable atmosphere with less stress than I expected. Everyone was there to listen and help.

Dave: The EAF brings valuable employee input to the Executive and we're all working together to improve the work environment.

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Two "New Guy" Perspectives of these Meetings



Dave Steward, Chief Financial Officer,
Finance and Management Services Department, HQ

Dave joined the Finance team in September 2009. This winter he had the opportunity to attend an EAF Executive Update.



Robbie Kalabis, Project Management Technician,
West Kootenay District, Southern Interior Region

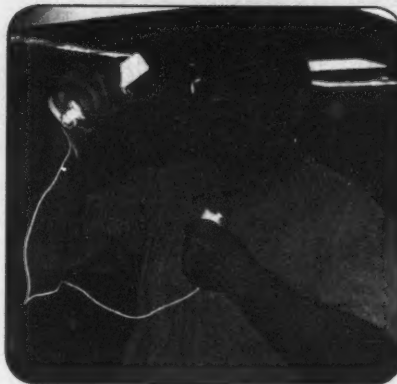
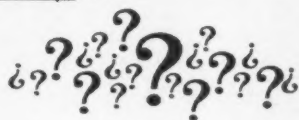
As a new Team Lead (Road to Opportunity), Robbie made his first presentation to the Executive at that same meeting.

Touch Down on Common Ground at TRANnet

What do these employees have in common?

Hint: They both played football in their younger days – one in high school, the other at university.

For more details and other interesting information, see Employee Profiles at: www.th.gov.bc.ca/employee_profiles/index.aspx. ♦



EAF Executive Updates: Perspectives from "The New Guys" ...Continued from Page 5

Q: Is there anything you will take away from this meeting that will inform your daily work?

Robbie: I will try to keep my day-to-day work within the context of the ministry's overriding vision and the BC Public Service Values. My Employee Performance and Development Plan will reflect how my daily work aligns with these values. I also need to keep in mind the BC Public Service perspective and values so that I am not only zoomed in on day-to-day work that I do, but that I also see the big picture of the Public Service as a whole.

Dave: I will take away the concept that appreciation and recognition does not have to be an elaborate process or formalized event. Recognition is important but simple gestures can be most effective. Simple but meaningful recognition of daily work makes a difference.

Q: How do you see yourself contributing to the efforts of the EAF in future?

Robbie: I see my EAF team gaining momentum and delivering on a number of action items in the coming six to 12 months. I hope to provide ideas to other EAF teams (not just my own) as well as ideas and feedback to our Chair, Vice-Chair and the Executive regarding improvements and efficiencies. I am already working with the Chair to canvas EAF ideas and experiences from other ministries. I also see myself motivating others here at the Ministry of Transportation and Infrastructure to join the EAF.

Dave: I will encourage staff to enter into discussion and feedback in their local branch – to build on the good work that the Employee Advisory Forum is doing.

Q: Any advice or information you want to share with ministry employees about the EAF?

Robbie: Sure, I have a few thoughts on this:

1. Know who your EAF representative is – if you don't know – find out!
2. If you are interested in the Employee Advisory Forum, go to the EAF website
3. Bring any ideas about improving your work environment to your EAF representative, the Chair (Rick Blixrud), or submit them via the EAF mailbox: MOT.EAF@gov.bc.ca.
4. Get involved! This is a great opportunity to interact with other business units and network with colleagues from across the province. You will find out more about what the ministry is all about and who the people are that make it happen.

Dave: The Employee Advisory Forum is an important initiative. It can often be challenging to keep the momentum going but they should continue to focus their efforts, as it can make a real difference.

Q: What keeps you engaged in your work?

Robbie: Definitely opportunities for continual improvement. I enjoy expanding my knowledge base and seeking parallel streams to my work (e.g. emergency management as a complement to my project management work). I am also committed to finding other ways through my work to better my community. One way is to take ownership for something and get the ball rolling like my work as a champion for Adopt-A-Highway here in Nelson. I am also more engaged in my work when I develop good relationships with my co-workers. I find that getting involved in activities such as slow-pitch teams, pick up hockey or snowmobiling with my colleagues outside of working hours, is a great way to do this.

Dave: I am most engaged when the work I am doing is meaningful and interesting. I also appreciate the opportunity to work with highly skilled people throughout the ministry. As a "new guy" understanding the breadth of the EAF work is very helpful. ♦

EAF Aligns with 2010 Work Environment Survey Results

Submitted by Trent Folk, Team Leader, EAF Walk the Talk Team



◀ As the "Travelling Roadshow," the EAF's Team Sponsor Renee Mounteney, Vice Chair Jackie Chambers and Chair Rick Blixrud "visited" the new TRANSformers team, and other teams, to ask questions aimed at refining plans.

▶ Highways ADM Mike Proudfoot spoke to the gathering about new technologies affecting the ministry.



The Employee Advisory Forum (EAF) held its annual spring meeting, on June 23 and 24. In order to reduce costs and make the annual session possible, the meeting was held at the University of Victoria.

The goal of the gathering was to determine how the EAF's actions align with the organization's current needs, as identified through the 2010 Work Environment Survey results. In the past year, there have been significant changes and challenges within our ministry and the public service; the EAF realizes that in order to have the greatest impact, we need to be responsive to employees.

Over the two days, EAF members had the opportunity to interact

with several members of the Executive including Chief Operating Officer Dave Byng, Highways ADM Mike Proudfoot, Policy and Programs ADM Sandra Carroll and Strategic Human Resources Director Nancy Merston. The forum also reviewed the results of the Work Environment Survey with a representative

from BC Stats, and prioritized the aspects of engagement measured. As a result, we now have a new team and four refocused existing teams. All are ready to deliver on numerous action items aimed at improving our work environment.

TEAM	FOCUS
Road to Opportunity	professional development
Balancing Act	stress and workload
Appreciation	recognition, teamwork, respectful workplace
Walk the Talk	Executive-level communication, and vision, mission, and goals.
TRANSformers	empowerment, change management, and the tools needed to succeed

For more information on what has been done, or what is planned for the rest of 2010, speak to your local EAF representative, or visit the EAF website. For video coverage of the conference see: www.th.gov.bc.ca/tranet/content/video/roving_reporter/EAF_SpringMeet_2010/index.html ♦

The Employee Advisory Forum met in June to receive the Work Environment Survey results, identify where engagement could be enhanced and develop action plans.



Career Profile: Pam McDermid, CVSE Manager, ITS Initiatives, Weigh2GoBC Project

Submitted by Max Walker, EAF Road to Opportunity Team Member

Pam McDermid is Manager, Intelligent Transportation Systems (ITS) Initiatives, CVSE. ITS Initiatives is responsible for the development of the Weigh2GoBC Project for commercial vehicles in the province. The Weigh2GoBC Project was a finalist for the 2009/2010 Premier Awards (see www.gov.bc.ca/videos/2010/0416/pa83.)

"It has been very rewarding to see a system being built from the ground up," Pam says. "As this is a new business for CVSE, the only examples of similar systems being used came from other jurisdictions. We took what we could learn from them and then applied it to how we do business here. I have a great project team that works really well together. The reward is a lasting legacy."

Pam started work in the provincial government with the Motor Vehicle Branch, renewing driver licences and then moved to issuing insurance in the Prorate Office and licensing commercial vehicles. Seeking new

challenges, Pam applied for a position as a Commercial Transport Inspector. Before moving to her current position, she was the District Manager, CVSE, in the Fraser Valley. Pam has served on a variety of committees and industry working groups, such as the Fraser Canyon Safety Corridor Committee, the board for the North American Prepass system for electronic screening of commercial vehicles, the Vehicle Inspection Project Steering Committee and the Ministry Systems Secretariat.

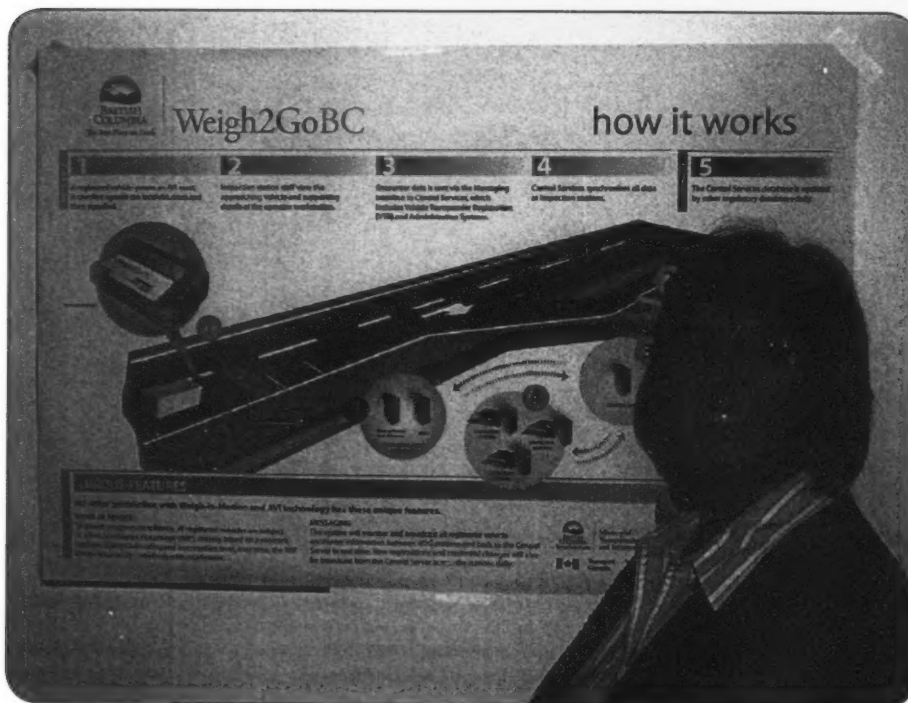
Always looking to expand her horizons, Pam has augmented her work experiences with several courses and training programs. Especially beneficial to the Weigh2GoBC initiative have been the AutoPlan certificate course and the CTI (Commercial Transport Inspector) training program. The combination has provided Pam with the knowledge of what data is used at Commercial Vehicle Inspection Stations, how it is used and what data would be needed from the Weigh2GoBC



Transponder

Program. It has also given her overall knowledge of CVSE's lines of business such as the National Safety Code, Commercial Vehicle Inspection Program and Commercial Vehicle Safety Alliance for Inspections.

To develop her management and leadership skills, Pam has completed several courses on presentation, project management and communication skills, and has earned a Leadership Certificate from Simon Fraser University.



Pam enjoys the variety in her work. She occasionally travels to other jurisdictions to share knowledge, and present and gather information on new technologies and business requirements. "I like being on the leading edge of technology and creating a system that will be of benefit to all users."

To develop a winning solution, Pam believes you need to explore what each particular stakeholder group is interested in, what aspect of the program would be relevant to what they need or want to know, and then tailor each consultation session to fit that need.

This may involve speaking to small or large groups, so Pam suggests developing one's presentation skills. Pam also recommends that anyone undertaking or having a role in a similar project get to understand the principles of project management by taking one of the many courses available.

Pam McDermid applies her knowledge and skills, from a variety of learning and career experiences, to her work with Weigh2GoBC.

Continued on Page 9...

Career Profile: Frank Blasetti – Assistant Deputy Minister, Partnerships

Submitted by Levi Timmermans and Nancy McLeod, EAF Walk the Talk Team

What motivated you to move into your current position?

I wanted to go where the government's priorities were, and use my skills toward those goals.

What position did you hold before your current position?

Senior Vice President, BC Transportation Financing Authority.

What interests, actions and/or previous positions led you to this line of work?

My experience in economic development and background in finance. I wanted to work where government had its priorities.

What type of education do you have, and how does it apply to your present position?

I have an MA in Economics that has provided me with financial background and a frame of reference or a way of looking at how to deal with problems.

What formal or informal education would you recommend to employees if they are interested in the type of position you have?

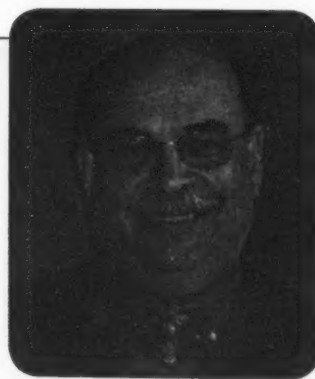
- Formal: Applied Science or Applied Humanities
- Informal: find a mentor, seek out challenging opportunities and don't wait for people to come to you.

What could an applicant for this type of position do to improve their understanding of the position?

Become a student of the political process. Understand how government, the Ministry and the BCTFA operate and are financed. Develop strategic thinking skills.



Frank Blasetti, (far right) is also CEO of TI Corp, which is implementing and managing the Port Mann Bridge project. Joining Frank are (back row): TI Corp Vice President of Technical Services Garry Dawson, Highways ADM Mike Proudfoot and Gateway Executive Director Geoff Freer. Front row: former Minister of Transportation and Infrastructure Kevin Falcon and Premier Gordon Campbell.



What skills and traits do you possess that are helpful in this position?

I believe I have good strategic thinking skills. Also helpful are humour, respect for others, willingness to be a coach and keeping track of what's going on in other parts of the government and elsewhere that could impact the department's projects/assignments.

What three actions helped you attain your current position?

I spent time in Treasury Board learning about government and the financial side of government, focussed on results more than process and paid attention to the broader picture and how things not directly related to my projects can impact them.

What do you like most about your current position?

The people I work with and the sense of accomplishment of getting a job done and achieving goals. ♦



For more Career Profiles, see:
www.th.gov.bc.ca/eaf/csi/profiles.asp.

Career Profile: Pam McDermid, CVSE Manager, ITS Initiatives, Weigh2GoBC Project ...Continued from Page 8

"Break free of the silos and see the bigger picture. You really have to be a self-starter – there is no one holding your hand. You have to figure out what needs to be done and then go do it."

To relax, Pam and her husband, Rob, have embarked on the monumental task of building a vacation home in the fishing village of Sointula, on Malcolm Island, off the northeast coast of Vancouver Island. Pam has found her project management skills have helped to coordinate the foundation, the builder, the trades, and all the other tasks involved. "Our new home is now at lockup, and the electrical and plumbing are being roughed in, I can't wait for the real fun to start when we plan the kitchen, bathroom, light fixtures, colours, floors, new appliances and landscaping." ♦

Road Warriors Compete in Lunchtime Ball Hockey

Submitted by Kevin Volk, EAF Balancing Act Team Member

One of the best ways to burn off some of that morning stress and clear your head for the afternoon is a good lunch-hour workout. Public Service Week in Victoria offered a great chance to do this with the annual public service ball hockey tournament.

The ministry's Road Warriors team didn't win the cup this year, but did finish with two wins and two losses. While all members of the team got a great workout and returned to the office refreshed after each game, team members Nathan Popp and Leeanne Jones from the Transportation Policy Branch had a unique strategy for stress busting during the third game.

Late in the second half, Popp corralled the ball near the blue line and fired one of his patented laser shots toward the other team's net. Instead of hearing the ball hit the net or the goalie's glove, however, everyone on both teams heard the dreaded smack of "high-speed-orange-hockey-ball-hitting-unsuspecting-Leeanne."

The Edmonton-born Popp claims that his 1980s Oiler upbringing taught him to "play to win." However, much like his Oiler's hero Charlie Huddy, Nathan says he can't help it if sometimes his point shots don't go exactly where they're supposed to, and happen to bean someone (Leeanne.)

"Nathan, you can still see the indent of the ball in the side of my leg!" Jones was quoted as saying. "Get me some more ice!"



Kris Olson, Leeanne Jones (before the second half of the game) and Gillian Moxham.

While the EAF does not advocate "teammate target practice" as a diversion from work, everyone is encouraged to take regular breaks from their work and do something that they enjoy. Good thing for Nathan he enjoys fetching ice packs and treating bruises! ♦

A Mayonnaise Jar and a Cup of Coffee

Submitted by Debbie O'Brien, Team Leader, EAF Team Balancing Act



I came across this story and it really struck a chord with me. It definitely ties in with what the Team Balancing Act is promoting.

When things in your life seem almost too much to handle, when 24 hours in a day are not enough, remember the mayonnaise jar and the cup of coffee.

A professor stood before his philosophy class and had some items in front of him. When the class began, he wordlessly picked up a very large and empty mayonnaise jar and proceeded to fill it with golf balls. He then asked the students if the jar was full. They agreed that it was.

The professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles rolled into

the open areas between the golf balls. He then asked the students again if the jar was full. They agreed it was.

The professor next picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. He asked once more if the jar was full... The students responded with a unanimous "Yes."

The professor then produced a cup of coffee from under the table and poured the contents into the jar, effectively filling the empty space between the sand. The students laughed.

"Now," said the professor as the laughter subsided, "I want you to recognize that this jar represents your life. The golf balls are the important things – your family, your children, your health, your friends and your favourite passions – and if everything else was lost and only they remained, your life would still be full.

The pebbles are the other things that matter like your job, your house and your car. The sand is everything else – the small stuff.

If you put the sand into the jar first, there is no room for the pebbles or the golf balls.

The same goes for life. If you spend all your time and energy on the small stuff you will never have room for the things that are important to you. Pay attention to the things that are critical to your happiness.

Spend time with your children. Spend time with your parents. Visit with grandparents. Take your spouse out to dinner. Play another 18 holes on the golf course. There will always be time to clean the house and fix the disposal.

Take care of the golf balls first – the things that really matter. Set your priorities. The rest is just sand."

One of the students raised her hand and inquired what the coffee represented. The professor smiled and said, "I'm glad you asked. The coffee just shows you that no matter how full your life may seem, there's always room for a cup of coffee with a friend." ♦

Ministry Staff Take Multiple Fitness Paths

Submitted by Debbie O'Brien, Team Leader, EAF Team Balancing Act

The TRANSAction Go for the Gold contest, sponsored by the Employee Advisory Forum's Team Balancing Act, was a great success. Many of our colleagues entered teams, representing a country of their choice, and then logged their hours of activity.

Out of the 50 teams that entered, the first place gold medal was awarded to Team Peru (Nancy Fairs-Naitland, Perry Therrien, Dawn Major, Greg Gilks and Lynn Zethof.) The second place, silver medal winners were Team Monaco (Raj Bains, Nam Nguyen, Susan Pearson, Jessie Morwood and Heather Narynski.) The third place, bronze medal winners were Team Virgin Islands (Chantelle Gergley, Hali Davenport, Renee Mounteney, Christine Fairburn and Kirsten Fagervik.) Congratulations to all who placed in the top three, but more importantly, congratulations to all who participated!

Keeping ourselves active and fit is key to maintaining a healthy lifestyle. Most people find that regular physical activity helps reduce stress in their lives and maintain their energy at work.

So, how do you keep active? There are many different activities to choose from. For as little as 30 minutes a day, you can start on your road to fitness, and the necessary equipment can range from a simple pair of good walking shoes, to as much as a complete home gymnasium.

On Vancouver Island, we have many people keeping active in many different ways. We have a group who go out for a walk on coffee breaks (in all types of weather). We have people who commute to work by bicycle, a group of women who golf after work and an employee who paddles on three Dragon Boat teams. We have people who participate in hot yoga, archery and kayaking, and a group who go on various five-kilometre walks on weekends. Janelle Erwin, Barbara Thomas, Wayne Jentsch, Bob O'Brien and Debbie

O'Brien have entered the Royal Victoria Half Marathon to walk the 21-kilometre route on Oct. 10. (Wish us luck!)

Robbie Kalabis, Project Management Technician and EAF Team Leader for the Road to Opportunity Team, reports that in the Nelson area, yoga, walking, weightlifting, ice hockey and swimming were activities that people enthusiastically participated in during the TRANSAction Go for the Gold competition. Other ongoing activities include rock climbing (indoor and outdoor), downhill skiing and cross country skiing.

Two Victoria employees say that "the buddy system" keeps them exercising regularly.

Going to lunchtime fitness classes with another person is a great motivator.

If working out at a fitness centre is what interests you, are you aware that there are government employee discounts at facilities in 26 communities across the province? To

find centres that offer discounts, go to pss.gov.bc.ca/csa/idir_govt_only/employee_fitness/employee_fitness.html.

If you like to take part in group or organized activities, businesses such as Frontrunners and the Running Room offer group running/walking clinics several times a week.

The secret to staying active and keeping fit is to find something you love to do and do it! ♦



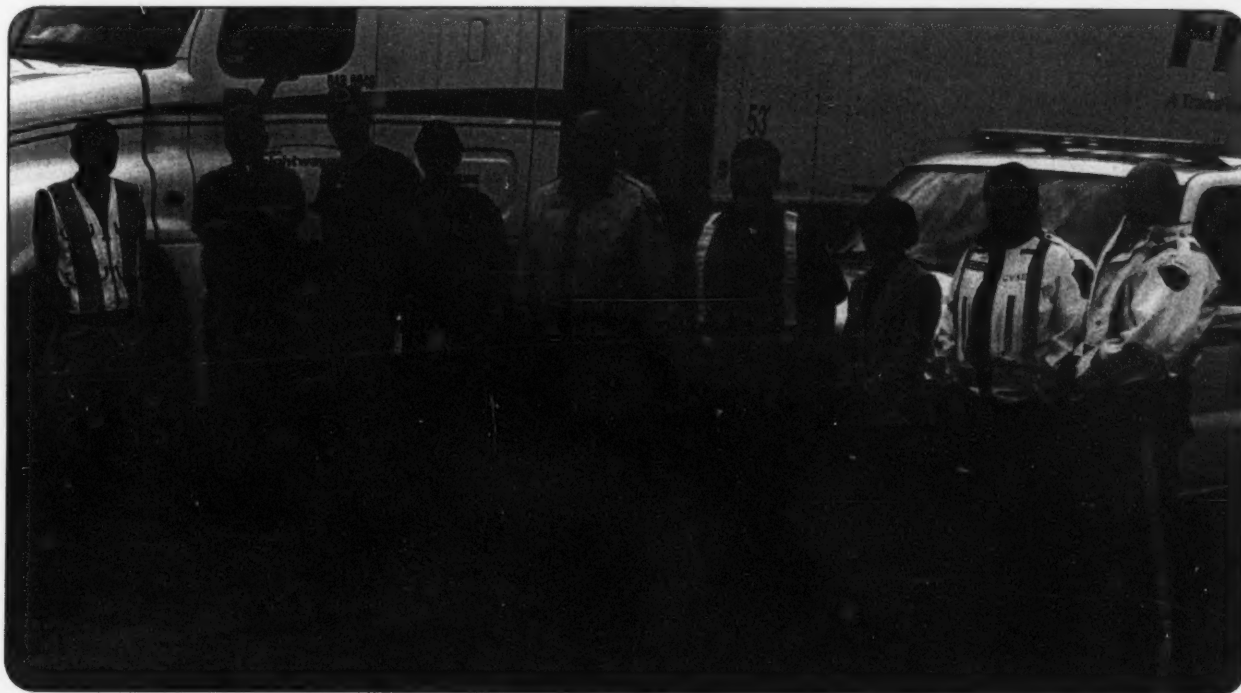
Bob O'Brien practices his archery.



Debbie O'Brien, Angie Allwood, Joyce Pool and Janelle Erwin head to the golf course after work.

Turnpike Double Demo Run Tests Configuration

Submitted by Samuel Lam, Senior Vehicle Engineer



Assembled for the demo run, on May 12: Nam Nguyen (Engineer TRAN); Dennis Pettit, John Beeler and Don Chapman (Canadian Freightways); Chris McBride and Perry Therrien (CVSE); Louise Yako (BC Trucking Association); Kerry Hegedus (CVSE) and Roy Davidson (Kamloops RCMP).

CVSE staff worked with Canadian Freightways' champion driver, trainer and representatives, and the RCMP, in the successful completion of a Turnpike Double Demo Run, from May 11 to 13. The route started in Burnaby, going to Kelowna, and then on to Kamloops, and finally returning to Burnaby.

A Turnpike Double (TPD) is one variation of a long combination vehicle (LCV). The TPD combination is a double-trailer configuration consisting of a conventional tandem drive truck tractor and two 16.2-metre semi-trailers. The maximum overall length can extend up to 41 metres. The TPD used in this demo run had an overall length of 38.6 metres.

TPDs are fuel-efficient vehicle combinations currently operated in all provinces from Alberta to Nova Scotia, and in many U.S. jurisdictions with terrain similar to B.C.'s. The combination is designed to move low-bulk density freights such as furniture and groceries. A TPD usually exceeds its volumetric capacity before reaching the maximum legal axle weight limits. The maximum

gross combination vehicle weight for TPDs is 63,500 kilograms.

TPDs have been found to perform safely on multi-lane highways and have a better safety record than the general traffic population. They reduce truck volumes and greenhouse gas emissions, and have the potential to double the productivity of conventional truck tractor and semi-trailer configurations.

Currently there are Rocky Mountain Double LCVs (a truck tractor with a long and short semi-trailer with an overall length up to 32 metres) operating between Burnaby and Kamloops. The TPD Demo Run was conducted to see if TPDs could be included in the ministry's LCV program, and take advantage of the province's four-lane highway infrastructure from the Lower Mainland to Kamloops and Kelowna.

Due to the success of the recent TPD demonstration, and earlier LCV testing conducted in B.C., permits to operate TPDs in the province will now be issued to carriers which meet conditions established by the

ministry. TPDs, like all LCVs, must operate only on approved LCV routes and be equipped with electronic onboard recorders. Drivers must successfully complete special LCV training and maintain an excellent driving record.

I want to applaud the work of our ministry's Senior Geometric Standards Technologist Darwin Tyacke, who pinpointed all the curves we needed to pay attention to during the run. Darwin used the ministry-developed AUTO TRACK software to preview the route and correctly identify all the critical areas. The route preview proved to be an invaluable part of our planning.

This run also allowed me to meet many of our hard-working CVSE field staff, who I appreciate and acknowledge for their support and dedication in assisting with traffic control, to help me get the best camera angle to record the turning manoeuvres. Canadian Freightways staff also expressed their gratitude for the assistance and extra effort provided by ministry employees.

Continued on Page 13...

CVSE Annual Road Check June 8-10

Submitted by Cindy Hogg, Inspection Station Supervisor

The annual Commercial Vehicle Safety Alliance (CVSA) International Road Check was held June 8-10, in four B.C. locations. There were three checkpoints in Hope, and one in Pouce Coupe.

The road check was established not only to inspect trucks and buses, but to give an annual snapshot of the condition of vehicles and drivers within the industry, throughout all of North America. The check ran from midnight June 7, to midnight June 10.

This year, as in the past, CVSE sent out invitations to various outside enforcement agencies to participate and work with us to improve road safety within the province. There were approximately 85 enforcement officers in attendance. Of these, 65 were CVSE employees and 20 were staff from other agencies.

Outside agencies represented were:

- Canadian Food Inspection Agency
- Delta Police
- Fraser Valley Traffic Services RCMP
- Industry Canada
- WorkSafeBC
- Integrated Road Safety – RCMP

The vehicles and buses that are stopped for inspection are chosen randomly. Inspection times vary from about 20 minutes to an hour, depending on the vehicle. The majority of inspections conducted were CVSA Level 1

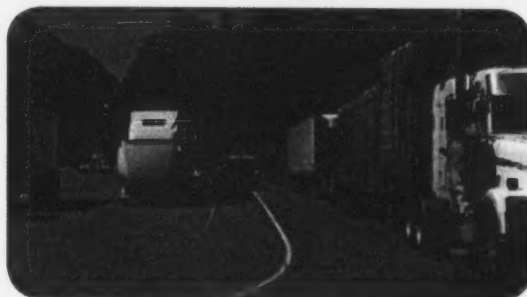
Inspections, which are the most rigorous of all roadside inspections.

If a vehicle is placed Out of Service (OOS) it is not permitted to leave the inspection station until it's repaired or is removed by a tow truck. The OOS rating for a driver means the driver is not allowed to drive a commercial vehicle, for the allotted time specified by the inspector.

Across Canada, 7,450 inspections were conducted during Road Check 2010, of which B.C.'s inspectors conducted 738 inspections. In B.C., the condition of brake systems and brake adjustment were significantly improved from previous years.

The success of the road check is attributed to all CVSE inspectors and their continuous dedicated efforts, whether or not they participated in this year's road check. The ability to work as a team together with outside enforcement agencies to create safer roads in B.C. is something we should all be proud of.

Thank you for your continued participation and dedication to making B.C.'s highways safe. ♦



CVSE staff conducting a road check at Hunter Creek Inspection Station.



Strategic Human Resources Director Nancy Merston, Laidlaw Weigh Scale Supervisor Les Unrau, Inspector Bob Fichter and Inspection Station Supervisor Cindy Hogg during the road check.

Turnpike Double Demo Run Tests Configuration ...Continued from Page 12



The Turnpike Double, a long combination vehicle, requires two lane widths for turns.

Dennis Pryhitko, from the Kamloops Westbound Vehicle Inspection Station, was an excellent resource who was commended for his extra

effort. Dennis arose early, arriving at the vehicle inspection station around 4:30 a.m., to issue Canadian Freightways the required Commercial

Transport Permit. At the crack of dawn, he followed the TPD to gauge how it would tackle the turns in Kamloops, as the Canadian Freightways driver did his dry run.

I was also grateful that our newly minted Professional Engineer, Nam Nguyen, would take an early morning bus from Kamloops to Kelowna so he could ride with me and be my cameraman while we were in Kelowna and Kamloops. The superb traffic control directed by Commercial Transport Inspector Kerry Hegedus enabled the test combination convoy to move through heavy traffic, in and out of Kamloops, with ease.

I cannot thank our staff enough for their interest and assistance on this trip. These photos show some of the people involved to make it all happen. ♦

Moving Day for the Capilano River Bridge

Submitted by David Queen, Manager Bridge Engineering, and Nick Sandhu Engineer in Training

We have all had to move at some time in our lives. Often the move requires substantial planning and preparation, yet moving day is still stressful. Bridge Engineering in the South Coast Region has been working on a unique move over the last year, and this is how it went.

The move involved sliding the two truss spans of the Capilano River Bridge, at Marine Drive in West Vancouver, laterally, about 15 metres. They will be used as a detour during the construction of a new Capilano River Bridge.

The bridge replacement is part of the \$40-million Infrastructure Stimulus Funding program for the Marine Drive/Lions' Gate Transit Priority Project. The new bridge will have three lanes and a wide sidewalk to improve vehicle, pedestrian and cycling traffic, westbound over the Capilano River.

To accommodate construction of the new bridge, in-line with the existing roadways, the temporary detour bridge is required to handle the westbound traffic in the corridor. To make sound decisions about how this could be done, consideration was given to structure type, lane closures, piers in the river, total length of the bridge, avoidance of fish reproduction and migration, Olympic games construction restrictions, costs, risks and overall project schedule. An engineering report was developed, early in the process, to assess the risks and feasibility of moving the existing bridge. This was supplemented by information gathered about similar bridge moves in B.C. and the Yukon.

With the decisions made, design of the temporary foundations and approaches proceeded at a rapid pace, to allow construction of the river pier during the time least disruptive to fish, and construction of the approaches prior to the Olympics. With the success of that portion of the project, and the initial design of the move underway, the contractor had the main building blocks to complete the planning and engineering for the move.

The preparation was completed the week before the move, including using hydraulic jacks to lift each end of the bridge to place sliders, and testing the hydraulic jacking system to move the bridges together 50 millimetres. The two truss spans, of 76 metres and 55 metres long, weigh a total of about 1,160 tonnes – equivalent to the weight of four Boeing 747s. The test was successful, putting the team of ministry, consultant and contractor staff in an optimistic frame of mind for the move that had been in the works for a year.

With all of the engineering, planning and preparation completed, the move was scheduled for Saturday, June 19, with traffic restrictions across the Capilano River from 6 p.m. Saturday, to 6 a.m. Monday. As speeches about the project were being made, the contractor started the hydraulic pumps and the bridge began to move. The advancement was noticeable as the construction crews continued to go through the prescribed routines and the bridge crept along toward its temporary location. By 11:45 p.m., Saturday, the bridge was in position. After the roadway was completed Sunday morning, the detour was immediately opened to public traffic at 10:30 a.m. This was well in advance of the contractor's schedule.



The Capilano River Bridge was originally constructed in three stages: near truss (1929), far truss (1949) and low bridge (1956).

While we all move sometime in our lives, for many of us on this project, this was one of our biggest moves ever. We are happy to report that the thorough planning by everyone on the team, meant less stress and a very successful bridge relocation on our moving day.

Time lapse videos of the move can be found at: www.th.gov.bc.ca/highwayprojects/Old_Capilano_Bridge/video.htm ♦



One hour from the start of the move, and the bridge has already shifted about two metres.



Sunday morning, the bridge was in position to serve as a detour during the construction of the new bridge.

Rollover Crash Testing Highly Informative

Submitted by John LeMoine, Senior Area Vehicle Inspector



Vehicles were ejected from the tow truck while travelling up to 100 km/h.

From April 18 to 24, I participated in the RCMP's rollover crash testing, at the Terrace Regional Airport.

The purpose of this testing was to assist accident reconstructionists to develop a more rigorous method of determining what happens during a crash. The findings are expected to benefit the science of forensic crash reconstruction, nationally and internationally.

Specialized equipment had been designed for the experiment. A tow truck equipped with a table held a vehicle, while the tow truck drove on the airport runway. Once the tow truck reached the desired speed, the vehicle it carried was ejected from the tow truck, simulating a real-life rollover crash. These tests determined what happens to a vehicle and its occupants (in this case, crash dummies) when they flip and roll at speeds of up to 100 km/h.

The roll-over testing was the first to be done since the early 1980s. The equipment used was unique and was supplemented with survey transits, cameras and other technical instruments. About 25 experts came from across Canada to control, monitor and record all phases of the experiment.

Last year was the first attempt at gathering this kind of data using the new equipment, and we rolled 13 vehicles. During summer 2009, modifications were made to the tow truck's tilt table, to improve the release of the vehicles and to better protect the truck's deck from the impact of tumbling vehicles. This year 32 vehicles were rolled.

I was there to provide expert advice on the mechanical components of the vehicles and how they worked, and to respond to general inquiries by the participants. Each day, I loaded and secured the cars to the deck, tested the tow truck's mechanical functions and inspected its deck for cracks. I also

performed a Level 5 CVSA inspection on the tow truck before the testing began.

I learned more about the kind of forces and motions that contribute to the damage we see when conducting our post-crash inspections. I found this extremely informative.

A film crew from the RCMP's Pacific Region Training Unit was present the entire week, to film the testing. Local fire departments were on hand to practice extricating bodies from the wrecks. Once the video hit the Internet, inquiries from police agencies from all over started rolling in. They have asked to be involved in the next batch of testing. Discovery Channel has also expressed an interest in doing a story. ♦



CVSE Senior Vehicle Inspector John LeMoine, and Corporal Stephen Hilliard, an accident reconstructionist with the Lower Mainland RCMP, examine a vehicle.



Crash dummies were seated in the vehicles, belted and unbelted, to help police to record the crash effects.

The Brilliant Suspension Bridge Project(s)

Submitted by Larry Ballard, Area Manager, Bridges

A common transportation problem in British Columbia: how to provide an efficient and cost-effective crossing of a major river, thereby creating access for people to supplies and markets, during times of financial restraint and within a limited budget.

The location: Castlegar B.C., in the West Kootenay District, approximately 600 km east of Vancouver.

The problem: The ferry could no longer meet the increasing needs of the users.

The solution: Construct a modern clear-span bridge, using state of the art construction methods that would survive the test of time and serve the needs of the users for the foreseeable future.

The method:

- Carry out an extensive site survey of the area to select the best crossing location.
- Hire a qualified engineer to design and supervise the construction of the bridge.
- Purchase quality materials.
- Use modern construction techniques to ensure a high quality final product.
- Retain hard-working, conscientious individuals to ensure the construction is completed in a timely manner.

The year: 1911

Bridge was opened to pedestrian traffic, thanks to 40 Doukhobor men, working 11 hours a day, for no wages. Driving was not permitted until 1914, to allow the bridge to gain strength.

The Vancouver architectural firm of J.R. Grant designed and supervised the construction of the bridge. The main span of the bridge was a 331-foot steel truss suspended from four two-inch cables on each side. The roadway width was 16 feet. The concrete towers to support the suspension cables soared 48 feet above the road and were constructed using a revolutionary (at the time) construction technique called steel reinforced concrete. Each cable is anchored by two two-inch diameter bolts embedded in solid rock.

A sign on the bridge stated, "Strictly prohibited smoking and trespassing with firearms over this bridge," in keeping with the Doukhobor's beliefs.

The bridge served the needs of highway users and was the only crossing of the Kootenay River in Castlegar, until 1967 when the new steel arch Brilliant Bridge was constructed a short distance downstream.

Continued on Page 17...

So begins the story of the Brilliant Suspension Bridge and the industrious people that constructed it.

1899 - Approximately 7,500 Russian Doukhobors, with the assistance of Leo Tolstoy (of War and Peace literary fame) arrived in Canada, fleeing persecution for their pacifist beliefs. They settled in what would become Saskatchewan.

1907 - The majority of the Doukhobors were evicted from their land in Saskatchewan for refusal to swear allegiance to the King, and refusal of individual land registration which was in opposition to their beliefs of communal living.

1908 - Peter V. "Lordly" Verigin, the Doukhobor's charismatic leader, purchased land in Brilliant, B.C., across the Columbia River from Castlegar, at the confluence of the Columbia and Kootenay Rivers.

1908 to 1913 - Doukhobor land holdings grew to more than 14,000 acres and 5,000 Doukhobors called B.C. home.

1910 - The Doukhobors put in their own ferry to link Brilliant with Castlegar, where they could market their goods and buy supplies.

1911 - Planning starts for a bridge to cross the Kootenay River and connect Brilliant to the rich

orchards and vineyards of the community of Ootcheschenie.

April 1913 - Construction commences on the Brilliant Suspension Bridge.

October 1913 - After only seven months, and at a cost of \$60,000, the Brilliant Suspension



The grand opening of the Brilliant Suspension Bridge, in October 1913.

The Brilliant Suspension Bridge Project(s) ...Continued from Page 16

The suspension bridge fell into disrepair, and in 1974 it was closed to pedestrian traffic and plans were made for its demolition. In response to pleas by representatives of the local Doukhobor community, the provincial government responded and the bridge's destruction was prevented.

In 1991, a working group was formed to explore the possibility of restoring the bridge and in 1995, it was designated a National Historic Site.

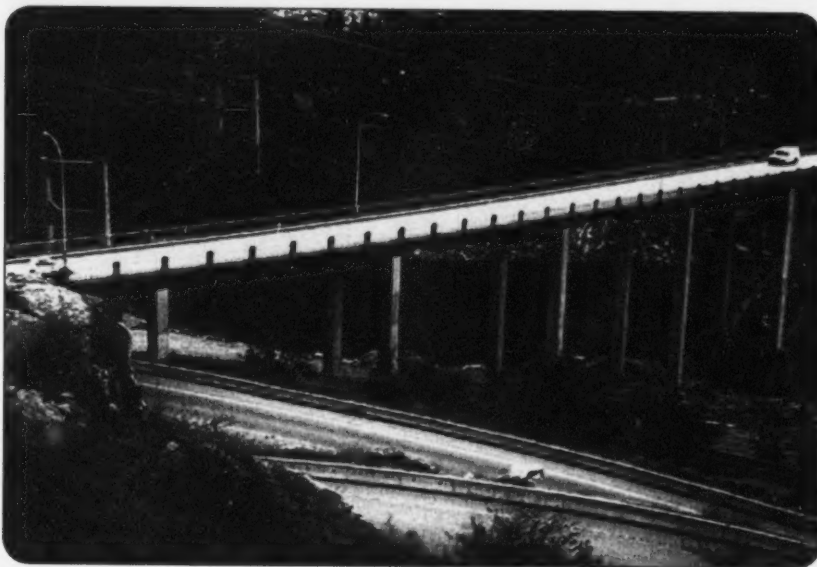
After much perseverance by the Brilliant Bridge Restoration Committee, in February 2009 the Regional District of Central Kootenay officially accepted ownership of the bridge, with the intent of restoring it as the focal point of a new regional park and an essential link in the Trans-Canada Trail system.

Ownership by the regional district made it possible for the regional district and the restoration committee to apply for grants for the bridge's rehabilitation.

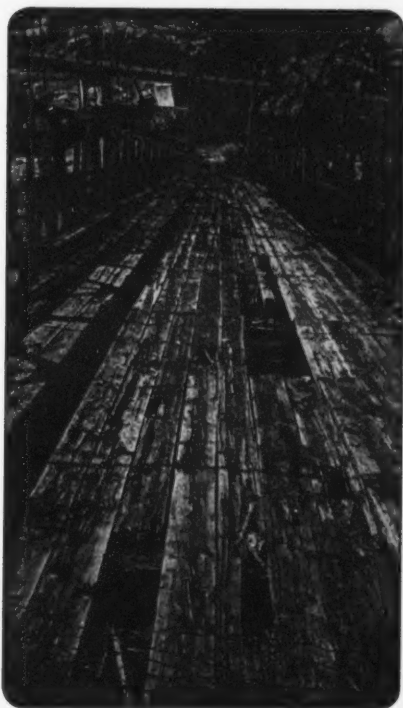
With funding provided by the provincial, federal and municipal governments, and

financial support from businesses and individuals, the committee raised the \$1.2 million required to restore the bridge to a condition comparable to when it was originally constructed. (Remember, it cost only \$60,000 to construct the bridge in 1913.)

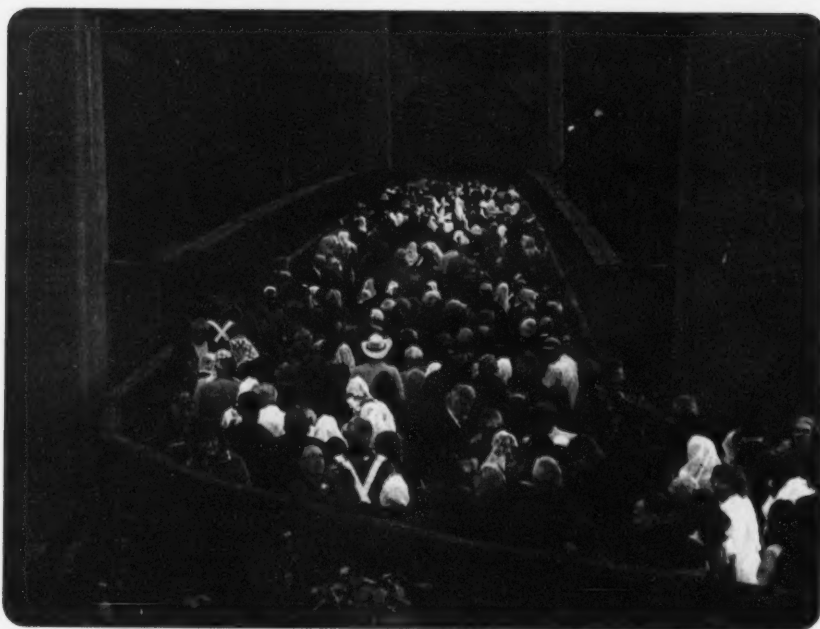
On May 22, 2010, representatives of the Doukhobor, First Nations, local communities and various levels of government, cut the ribbon to reopen the bridge to pedestrian traffic, 96 years and seven months following its original opening. ♦



The suspension bridge was dwarfed by its successor.



The bridge fell into disrepair and plans were made for its demolition.



Restored bridge is re-opened to pedestrians, in May 2010.

Provincial Transit Plan

Grandma's New Life – Transit Included

Submitted by Jean Bishop, Transit Analyst, on behalf of Rick Wormald



Transit enables people to live independently.

The following is the second in a two-part series. The first, "If Grandpa Can Learn to Take the Bus, So Can You" appeared in the January 2010 edition of the Road Runner.

Grandma had often spoken fondly of growing up in a small town, which is likely why she decided to move to one after Grandpa died. The world had changed considerably since she was a girl and we feared Grandma wanted to leave the city for reasons that were more romantic than practical. Among our many worries – she didn't drive.

"So how will you get to the shops, Grandma? How will you get to the doctor? How will you get anywhere?" To which Grandma, a trifle exasperated, replied, "You youngsters, really. Didn't you learn anything from your Grandpa?"

It turned out Grandma had planned her move well ahead of time, and in detail – including how public transit would get her from home to almost anywhere she needed or wanted to go in her new home town. "Fred next door moused into BC Transit for me," she explained. "It's all there in his computer, in that world web thingy."

While Grandma's grasp of terminology was lacking, her information, and moxie, wasn't. As though providing proof that she was capable of living as independently as anyone, she proudly displayed a few printed pages – routes, schedules and the seniors' monthly discount fare. "You don't think I'd move somewhere without being able to get around, do you?"

Grandma's new home was two blocks away from a bus route and bus shelter, and about a 10-minute bus ride from the town centre. "I chose this place so I could get a bit of exercise walking the two blocks," she said. "And they've even got handyDART here. I'll sign up when these old bones can't handle the two blocks. Imagine ... from my front door to wherever I need to go and back, with just a phone call."

Grandma took us out for pizza after we helped her move in, and insisted we all go by bus. "Just to show you youngsters how easy it is. Honestly! You all must think you're going to die if you don't have a car."

Grandma lived many more independent and contented years in her new home. Often, when any of her grandchildren visited, she took us out for pizza. Always, Grandma insisted we take transit – not to make a point, but because the bus was a big part of her way of life and she wanted to share it. On one such outing – while we were munching pepperoni, remembering Grandpa and talking about small town life – Grandma said something all her grandchildren have remembered to this day.

"You know, just as computers make your lives what they are, the bus has made mine what it is," she remarked matter-of-factly. "For me, and for a lot of people, it's the only way to go." ♦

New Staff in the Transit Branch

As we remain steadfast in our challenge of rolling out the \$14-billion dollar Provincial Transit Plan, we also continue to add new staff to our branch to keep the momentum going.

Tabitha Garcia has won the competition as Acting Transit Financial Analyst during Julie Lawrence's temporary assignment in Nelson.

We would like to welcome **Gamal Shady**, who has joined us from the Ministry of Citizens' Services as the new Manager, BC Transit Initiatives.

With the departure of Rick Wormald, author of our feature article, we would like to welcome **Stacey McGaghey Jones**. She is our new Public Affairs Bureau transit specialist, who ensures the timeliness and accuracy of our ongoing transit investment and project announcements. ♦



"Why did the Western Painted Turtle Cross the Centreline?"

Submitted by Leonard Sielecki, Environmental Issues Analyst



Pets should be kept away from turtle nests.

The plight of baby turtles emerging from their nests near roads and highways in British Columbia recently caught the attention of the local and national media. Despite their armoured exterior and ancestry that goes back to the early dinosaurs, turtles are no match for motor vehicles. They are most vulnerable when attempting to cross roads and highways, and when motor vehicles park on top of turtle nesting sites located near shoulders and pullouts.

There are only four indigenous species of turtles in the province: the saltwater Leatherback Sea Turtle and Pacific Green Turtle; and the freshwater Western Pond Turtle and Western Painted Turtle. Of the freshwater species, Western Pond Turtles aren't extinct, but they haven't been seen in British Columbia since 1959.

Fortunately, Western Painted Turtles are still found in the Okanagan Valley, the Columbia Valley, the Lower Mainland, the Sunshine Coast, the Gulf Islands and on Vancouver Island. The interior Western painted turtle population is considered a species of "Special Concern" by the Committee on the Status of Endangered Wildlife in Canada and is "blue-listed" by the B.C. Ministry of Environment. The coastal population is considered "endangered" by the committee and is "red-listed" by the Ministry of Environment.

It is relatively easy to identify a Western Painted Turtle. The main features to look for are the

red-coloured bottom shell, called the "plastron," with its black markings; and the bright yellow stripes on the head, neck, tail and legs. The back shell, or "carapace" can be black, brown or olive coloured, and reach 20 to 25 centimetres in length. Male turtles have longer claws on the forefeet than females, while the hind feet of both sexes are webbed.

Western Painted Turtles are found in ponds, lakes and streams with muddy bottoms, slow moving water, and emerging aquatic vegetation. On sunny days, the turtles can be found basking out of the water individually or in groups on logs or banks. They are not aggressive, often piling up on top of each other. These turtles feed, mate, sleep and do just about everything else in water. However, in the spring, females may travel as far as 350 metres inland to dig their nests and lay eggs. While the turtles are generally active during daylight hours, nest digging and egg laying usually occurs in the early morning and late evening in late June.

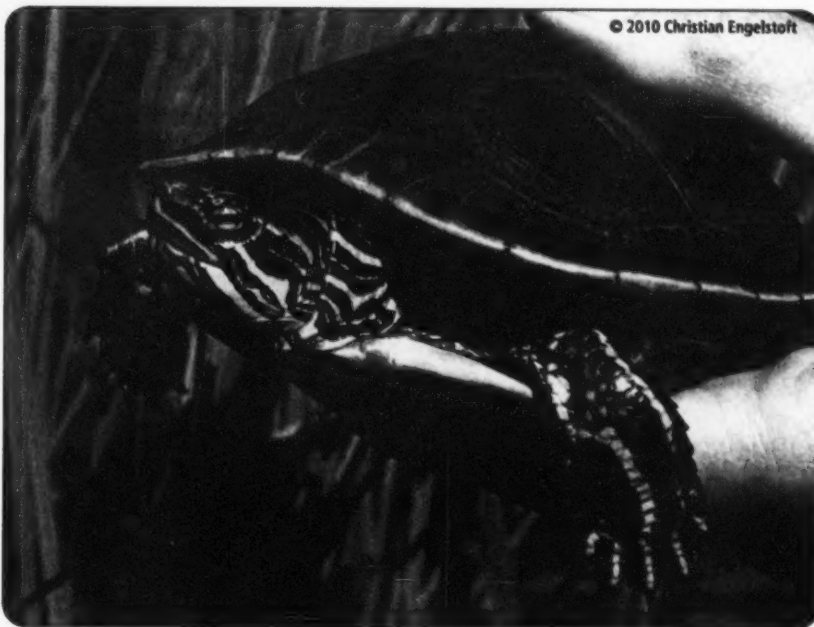
Females dig their nests with their hind feet. The nests are usually found in places with exposed soil, such as fields or pastures, beaches, and the shoulders of roads and highways. The nests are typically dug on slopes with southern exposure

and good drainage. The young hatch in late summer but overwinter in the nests and emerge the following spring. Emerging baby turtles are about the size of a Loonie. Western Painted Turtles mature slowly. Males reach reproductive age after four or more years while females take more than seven years.

This summer, I have been working closely with Christian Engelstoft, a biologist with Habitat Acquisition Trust, and June Pretzer, site manager at the Swan Lake Christmas Hill Nature Sanctuary. Just north of the Walmart in Victoria, we are monitoring Western Painted Turtle activity along Highway 17 at Swan Lake. The turtles came to the attention of the ministry after a number were killed on a nearby municipal road earlier in the spring. Luckily, no turtles have been reported killed along Highway 17.

If you find females turtles laying eggs, or turtle nesting sites, please do not disturb them. Females laying eggs are very sensitive to disturbance. You can help protect the turtles by keeping your dog away from the nesting sites, so your pet does not dig up the eggs or interfere with emerging baby turtles. Baby turtles are defenceless, small creatures.

Continued on Page 20...



Western painted turtles have a red-coloured bottom shell with black markings; and bright yellow stripes on the head, neck, tail and legs.

"Why did the Western Painted Turtle Cross the Centreline?" ...Continued from Page 19

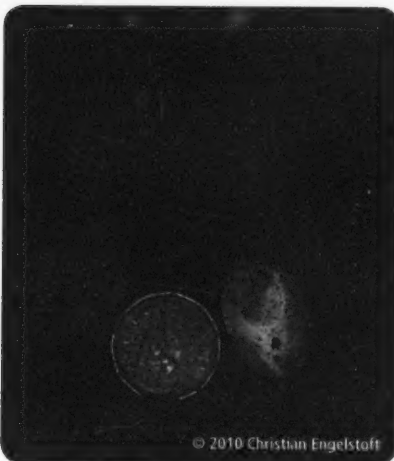
Contrary to common belief, turtles are not lost if you find them trying to cross a road or highway. While it is against the law to capture and transport turtles without a *Wildlife Act* permit, they can be moved out of danger by carrying them to a safe location in the direction they are headed. The turtles can be gently lifted from the sides, taking care not to grab their legs or tail, and avoiding their neck and head. If you carry a turtle across a road or highway, please exercise caution by watching for traffic and crossing only when safe to do so. It is recommended you wear clean, water-impermeable gloves when carrying a turtle, and wash your gloves thoroughly with soap and

water immediately afterwards. You should also wash your hands with soap and water, or use waterless hand sanitizer.

Should you find turtles crossing ministry roads or highways, or turtle nests along the shoulders, please contact the Ministry of Transportation and Infrastructure environmental staff as soon as possible. In the South Coast Region, contact Assistant Environmental Coordinators Joanne Cyr (604) 660-8072 or Amber Smith (604) 660-0339. In the Southern Interior Region, contact Environmental Services Manager Brent Persello at (250) 828-4197. In the Northern Region, contact Environmental Services Manager Daryl Nolan, at (250) 565-6484. ♦



Turtles are no match for vehicles.



Females travel inland to dig their nests and lay eggs.



The young turtles hatch in late summer but overwinter in nests.

Employees Observe National Day of Mourning

Submitted by Scot Mortimer, Manager of Corporate Safety

The National Day of Mourning, held annually on April 28, is a day to remember workers who have lost their lives as a result of work-related accidents or occupational diseases.

The Day of Mourning is jointly observed by national and provincial labour, business and government organizations. This spring, a commemorative ceremony was jointly hosted by the B.C. Federation of Labour, the Business Council of British Columbia and WorkSafeBC, at the Vancouver Convention Centre's Jack Poole Plaza.

Representing the Ministry of Transportation and Infrastructure, Tracy Wynnyk, Provincial Occupational Risk and Safety Advisor, Provincial Field Services, and Scot Mortimer, Manager, Corporate Safety, laid a wreath in memory of the employees and contractors who have died on the job.

The ceremony is a solemn reminder of the importance of workplace safety.

Scot Mortimer and Tracy Wynnyk attended the day of mourning ceremony, on April 28.



United On the War Against Weeds

Submitted by Crystal Wheeler, Environmental Roadside Manager

With the help of training programs developed by our ministry and the Invasive Plant Council of B.C., ministry staff and contractors are becoming more aware of the potentially devastating impacts of invasive plants in B.C., and are joining the fight to prevent the introduction and spread of invasive plants along our highways!

Invasive plants are non-native species, that without their natural predators or pathogens to keep them in check, have the ability to spread aggressively and rapidly. Once established, invasive species can out-compete native plants, take over natural ecosystems and severely impact many land uses such as forestry, fisheries, recreation and agriculture. Invasive plants are the second leading cause of loss of biodiversity worldwide, and cost more than \$50 million annually in crop losses in B.C. alone! Many invasive plants grow extremely quickly and can create sight line and infrastructure maintenance problems along highways.

Education and coordination between ministry staff, invasive plant contractors and maintenance contractors is an essential part of the Ministry of Transportation and Infrastructure's Invasive Plant Program. So far this year, more than 55 employees and contractors have attended one of the full-day "Weeds and Roads" workshops held in Penticton, Revelstoke and Squamish. An additional workshop is planned for Fort St. John on July 20.

Participants in these workshops learn how to identify priority invasive plants in their area, and review the best practices for maintenance activities that will help prevent the introduction and spread of invasive plants. The workshops

cover ways to reduce the risk of spreading invasive plants without adding extra costs. These include shoulder gravelling and maintenance, rest area maintenance, ditching, mowing, gravel pit management and highway inspection activities. Regional coordinators from local weed committees also attend each workshop, which helps key contacts to be made, coordination of invasive plant treatments and roadside maintenance activities in the future.

Feedback from these sessions has been extremely positive, with many participants saying that they will be able to implement many of the best practices immediately!

Upcoming Invasive Plant Resources:

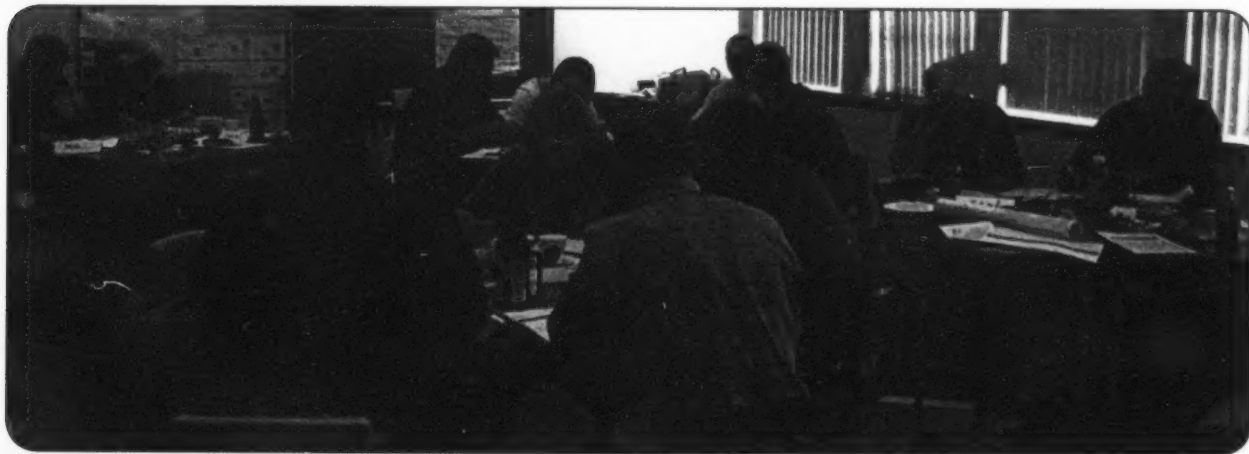
- Short tailgate session training materials are in the works and will be available to add onto a safety or crew meeting in the field in the near future.
- The Ministry of Transportation and Infrastructure and the Invasive Plant Council of B.C. are in the final stages of creating a pocket-sized *Best Practices Guide for Invasive Plants* to assist with roadside maintenance. Watch for this colourful and waterproof publication this fall.

If you are interested in having a "Weeds and Roads" workshop or a tailgate session in your area, please contact Crystal Wheeler, Environmental Roadside Manager, in Victoria, at Crystal.Wheeler@gov.bc.ca or phone 250 387-7771.

Spread the word, not the weed! ♦



Sea-to-Sky Invasive Species Council Coordinator Kristina Swerhun with Japanese knotweed.



Participants at a "Weeds and Roads" workshop in Squamish.

You're a Winner!

Field Services Awards Safety Performance

Submitted by Keith Callander, Field Services Director, and Tracy Wynnyk, Field Services Occupational Health and Safety Advisor



It is that time of year again when Provincial Field Services awards those crews and personnel which have demonstrated their commitment to safety over the past year.

It is no secret that safety plays a key role for the Provincial Field Services personnel, who oversee and manage the ministry's provincial construction program. Good safety practices, planning and discussion are an integral part of our work – ensuring projects are delivered successfully, with low accident and incident frequency rates.

Consistent with last year's goal, the Field Service Occupational Health and Safety (OSH) Committee raised the ante, for the 2009 Toolbox Challenge. The "challenge" refers to toolbox meetings – gatherings to discuss safety related topics, review any incidents and identify best practices. The discussions, concerns raised and assignments are recorded and forwarded to the Field Services Regional Office for review.

The 2009 awards were not only based on the minimum one toolbox submission per month, but for increased engagement of personnel in safety-related discussions. Beyond ensuring that each crew's toolbox minutes are submitted on time, the most distinguished supervisors have increased engagement amongst their crews by:

- Encouraging crew members to lead their monthly toolbox safety meetings,

- Identifying items for discussion at the monthly Field Services OSH meetings, and further reviewing the meeting minutes with their crews.
- Suggesting and initiating innovative ideas to improve best practices, which have included items from developing new procedures, to adding an element or device to assist with daily activities, which improves safety on the job.

All of these items are reviewed and recorded monthly. The results determine the highest achieving crews for grading and paving, each year.

In addition to awards for Toolbox compliance and engagement numbers, awards are also presented for:

- **Safety Leadership** – awarded to the person or crew who shows exceptional safety leadership. For example, incorporating new initiatives, developing new procedures, and actively engaging crews in safety activities, incident reporting and follow up.

- **Challenge Award** – awarded to a crew or supervisor that has faced some unique challenge in the process of delivering a project. This may include managing a diverse set of circumstances, adversity, or an unfortunate event, and subsequently having to work through the follow-up processes, safely and successfully, to deliver the project.
- **Best Manager** – awarded to the manager with the highest toolbox compliance, based on engagement, amongst their crews.

Like any prestigious award ceremony in construction, the presenters for the 2009 Field Services Safety Awards, Director of Field Services Keith Callander and Safety Advisor for Field Services Tracy Wynnyk, and the respective crew managers, donned an appropriate wardrobe from Work Wear World. They met with each winning crew to make the presentations. We are truly honoured to announce the following 2009 Field Services Safety award winners!

100 Per Cent Toolbox Compliance – It was a close race right down to the wire but two crews, one in each discipline of grading and paving, emerged as the supreme winners. These crews, listed below, not only met the compliance goal but also actively engaged their crews in safety related activities and discussions, and produced some great discussion topics.

2009 Best Grading Crew – Tom Murphy's crew from Quesnel, managed by Gary Stewart and Brent Andrews, were the deserving recipients of this award for their continued



Continued on Page 23...

Field Services Awards Safety Performance...Continued from Page 22

commitment and consistency in meeting the monthly toolbox compliance criteria, and promoting participation of crew personnel in safety discussions.

2009 Best Paving Crew – Bob Petho's crew from Terrace, managed by Brian Twiname, proved themselves worthy of this award for consistent on-time submissions, and overall crew participation in toolbox discussions and involvement in monthly Field Services OSH meetings.

The 2009 Innovation Award was presented to Al Jones' crew from Westbank, managed by Rob Sylvester. This crew proved to be very proactive, and truly showed their innovation when identifying and correcting hazardous conditions, throughout the year. Some of those items included placing reflective tape on the inside edge of vehicle doors, so when working at night, the motion of opening a door would be more visible. Also, the crew placed disposable cameras in each vehicle to assist with quickly documenting safety concerns. The efforts of Al's crew did not stop at the workplace. Many discussions included topics which targeted personal health and wellness, whether it was for a specific activity, or an environmental condition, which could impose a risk or some discomfort, such as heat or cold stress. Al's crew consistently engaged in diverse discussions, and did not hesitate to research information which offered sometimes simple, yet creative, solutions to their safety concerns.

2009 Best Manager was Brian Twiname. This award is presented to the manager who achieves the highest toolbox compliance amongst Field Services crews, and Brian topped the charts at 97 per cent in 2009. Brian's motivational skills resulted in his crews leading the way for toolbox submissions, throughout the 12-month period. Although 100 per cent compliance has eluded the managers to date, the 2010 project season may hopefully see this achieved.

The 2009 Challenge Award for Safety was awarded to Brad Scott's crew from Mill Bay, managed by Barry Bergstrom. This crew was presented with a number of challenges during the coordination of a day labour project, which not only included hired equipment but various contractors and stakeholders. On top of these



Best Grading and Leadership – Field Services Director Keith Callander, Tyler Thompson, Tom Murphy, Field Services OSH Advisor Tracy Wynnyk and James Davies. Absent: Gary Stewart and Brent Andrews.



Best Paving – Eric Robinson, Bob Petho, Bob Biagioni, Tracy Wynnyk, Brian Twiname and Keith Callander.



Innovation Award – Keith Callander, Wes Yukin, Al Jones, Vondie Larsen, Geordie Robertson and Tracy Wynnyk.

Continued on Page 24.

Field Services Awards Safety Performance...Continued from Page 23

challenging dynamics, the project was located on a major highway on the way to the Swartz Bay ferry and a major airport intersection. Brad's crew worked through all of these challenges to produce a job with no time loss or property damage incidents and is therefore our 2009 recipient of the Challenge Award.

The 2009 Safety Leadership Award resulted in two awards being presented for exceptional safety leadership. A crew award was given to Tom Murphy's group who were consistent with holding informative and high-quality safety discussions. The discussions included an emphasis on communication and orientation for new workers/operators, or upon initiation of a new task. Tom's group has maintained great safety leadership by addressing safety concerns quickly, conducting good incident follow up and initiating a variety of best practices. An individual award was presented to Mel Smith who has shown true safety leadership in many of the same areas as Tom's crew. Mel, as our day labour delivery specialist, has demonstrated great leadership by coordinating and supervising hired equipment from a variety of backgrounds and experience, with excellent results. Through good communication, he has obtained active participation from those who are working with him, to develop, adopt and participate in safe practices. Mel's commitment to safety and proactive approach has ultimately resulted in successful project delivery, no lost-time incidents and has proven to reduce project costs.

Congratulations to all of our award winners!

What's next? The Field Services OSH Committee is looking ahead to the 2010 season where there will be a greater focus on the quality and content of the toolbox discussions. We will continue to challenge our staff to increase the number and quality of toolbox meetings and present awards based on categories in Innovation, Challenge and Leadership. Also this year, we are focusing on ensuring that project-related safety documentation and compliance measures are met and appropriate submissions are collected and filed. We'll tell you how we made out next year, but until then, have a safe season! ♦



Best Manager Award – Brian Twine is presented with the Best Manager (Safety) Award by 2009 OSH Committee Chair Bob Petho.



Challenge Award – Keith Callander, Tracy Wynnyk, Dean Henderson, Barry Bergstrom, Glen Sketchley, Udo Sommer and Brad Scott.



Leadership Award – Mel Smith (second from left) is recognized for his safety leadership with day labour and hired equipment by Tracy Wynnyk, Field Services Manager Rob Sylvester and Keith Callander.

Anything but "Buzziness" as Usual for Lower Mainland Office

Submitted by Perry Dennis, District Manager

In late June, there were suspicious noises coming from the ceiling at the Lower Mainland District office.

Staff organized a "sting" operation and investigated. One of the intruders was captured by administrative employee Catherine Grisewood, and taken to the lab for further analysis, where it was confirmed we had honey bees.

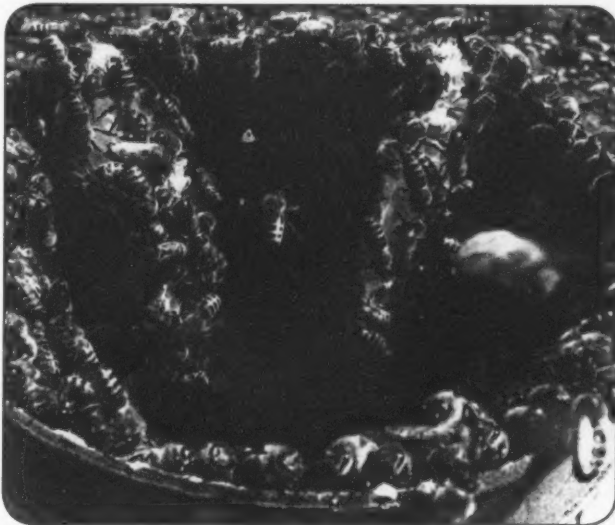
A local bee charmer and expert was called in to locate the hive and have it removed. The colony was estimated to "bee" from 20,000 to 30,000 strong. Using a makeshift device and a converted shop vac, "Joe Wasp" removed the queen along with her worker bees and drones from the exhaust vent. He then relocated them to new and even "sweeter" digs – a home with an amateur beekeeper in East Vancouver.

The population of the Lower Mainland District office in New Westminster has returned to normal – just another "buzzy" day in the district.

Honeybee Facts:

- In its lifetime, a worker bee gathers 0.0288 of an ounce of honey. It requires about 556 worker bees to gather one pound of honey.
- Honey bees fly about 35,585 miles (more than once around the world) collecting honey.
- The average life of a worker bee is about six weeks. The bee spends three weeks in the hive and three weeks in the field gathering nectar and pollen.
- Across North America, and around the world, honey bee populations are mysteriously vanishing – so don't kill them!

Editor's Note: Perry Dennis would like to credit Transportation and Infrastructure Minister Shirley Bond and Deputy Minister Peter Milburn for their bee-inspired phrases used in this article. ♦



A hive of activity on the roof of the Lower Mainland District Office created some extra buzz at work.



Honeybees are not aggressive, so although Perry Dennis (left) is allergic to bee stings, he was unconcerned with being near the bees.



"Joe Wasp" begins relocating the bees from the building vent, to a new home.

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To ensure the best quality possible,
please email your photos as JPEGs
and do not embed them in your article.

Please limit your article to
500 words or less.

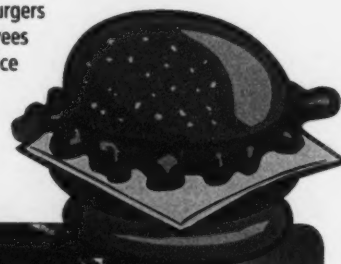
Public Service Day in the South Interior Region

Submitted by Crystal Chenier, Secretary

Barbecue operations for Public Service Day at the South Interior Regional Office were conducted by Regional Director Kevin Richter and Strategic Human Resources Director Nancy Merston, on June 16.

Ross McLean, Ron Sharp and Larry Macko set up the barbecue and got the burgers and hotdogs started. Other employees took on the roles of choppers to slice and dice the trimmings.

Thank you to everyone
who helped us celebrate. ♦



Keither Callander celebrates winning a draw.



Southern Interior Regional Director Kevin Richter and Strategic Human Resources Director Nancy Merston grill hamburgers and hotdogs for Public Service Day.

Cement, Paint and Shovels: Public Service Week in the Cariboo

Submitted by Todd Hubner, District Manager Transportation, and Brent Davies, Sr. Development Technician



Dan Palesch and Russ Roberts at work in the Lac La Roche Rest Area.

In the spirit of BC Public Service Week in June, Cariboo District employees took a different approach to celebrating. Instead of gathering in the office for lunch, Caribooites packed a lunch and traded in pens, paper and keyboards for shovels, paint brushes and cement mix.

The idea spawned from staff members identifying the need to spruce up some rest areas within the district. After a discussion in the Williams Lake office, it was decided that the Lac De Roche Rest Area, located on Highway 24, as well as the Jack of Clubs Rest Area and Robber's Roost Pullout, along the Barkerville Highway 26, could use a facelift.

Over the past two years, Area Manager Michelle Schilling has tried to secure a contractor to excavate, form and pour several wheelchair-accessible concrete ramps leading to the pit toilets. However, due to the rest areas' isolated locations, she could not get an interested party to supply a quote. As it stood, the loose crushed gravel was not always easily navigable for everyone making their way to the facilities.

How does the old saying go? "If you can't find someone to do the job, do it yourself!"

After rallying the group, a plan was laid out and a local contractor was secured to excavate for the formwork. Following the excavation, ministry staff formed, poured and finished the ramps. Once the pour was completed and the concrete surface finished, in typical Cariboo fashion, the area was deluged by a downpour that resulted in a scramble for tarps. Fortunately the group

was prepared and the tarps were secured prior to the concrete being scarred. The result is a series of serviceable ramps for the public to access the facilities.

Meanwhile, to the north of us, district staff from the Quesnel Office were busy with upgrading works of their own.

At the Jack of Clubs Rest Area, new maple trees were planted throughout the site. In addition, sign posts were cleaned and painted, and an old,

worn out tourist sign describing the lake and surrounding area was replaced. Again, in typical Cariboo fashion, the mosquitoes decided to crash the party making for a unique method of painting involving two strokes of the brush on the sign posts and one in the air swatting at the "skeeters." While ensuring the work was done in a satisfactory fashion, District Operations Manager Jim Helgeson was seen handing out several mock Non-Compliance Reports (commonly known as NCRs) throughout the day.

Numerous mosquito bites and NCRs later, the group headed to the Robber's Roost historic site to replace another dilapidated sign with a new one which outlines the history of the site during the gold rush era.

When all was said and done, the district had a great time celebrating BC Public Service Week and we look forward to new ideas for next year's event.

The crew from the Cariboo District's 100 Mile and Williams Lake Offices included Bridges Area Manager Al "Cement Shoes" Kennedy, Roads Area Manager Russ "Rakerman" Roberts, Roads Area Manager Michelle "The Screed" Schilling and Operations Manager Dan "No Slump" Palesch.

Participants from the Cariboo District's Quesnel Office were Roads Area Manager Brad "Benjamin" Moores, Roads Area Manager Wes "The Crescent Wrench" Wiebe, Bridges Area Manager Paul "The Punchaw Kid" Soffo, Program Manager John "Captain" Cook, Operations Manager Jim "The General" Helgeson, District Clerk Debra "The Sweet Sweeper" Bradley, Operations Technician Len "The Covert Kid" Sauchuk and Senior Development Technician Brent "The Sand Shark" Davies. ♦



Quesnel Office staff with the newly installed sign (back row) Brad Moores, Jim Helgeson, John Cook, Brent Davies and Len Sauchuk and (front row) Debra Bradley, Paul Soffo and Wes Wiebe.

Kandahar from Near and Afar

Submitted by Jon Conquist, Highway Planning Manager

From October 2009 to May 2010, our son Stefan, a local army reservist, was a volunteer soldier in Afghanistan. This experience changed the perspective of my wife, Maria-Elena, and I, and altered Stefan's views as a road user.

Stefan was a light armoured vehicle gunner based out of Kandahar Airfield. His unit's job was to protect supply convoys going to and from the forward operating bases. The convoys bring food, fuel, water and ammunition several times a week.

The main routes in Kandahar are paved, but the forward operating bases are in outlying areas served by un-maintained side roads which have been chewed up by decades of armoured vehicles. Any gust of wind in summer produces clouds of very fine dust (picture a helicopter anywhere nearby!), and in the winter, rain creates soupy mud everywhere. All routes have large craters from improvised explosive device (IED) strikes, usually filled in with gravel.

IEDs were the soldiers' greatest threat, and could be placed in culverts and roadside ditches, or dug in tunnels underneath paved

roads. Soldiers were constantly on the lookout for signs of disturbed road surface material. Sometimes explosive devices were put in vehicles and used as suicide bombs or roadside car bombs. Stefan remarked once that, "The winter rains are a pain, but on the other hand you can't put an IED in a culvert when it's full of water."

The driving style for convoys is highly defensive. A light armoured vehicle weighs 16 tonnes and supply trucks weigh over 20 tonnes. On average, there were 10 to 12 vehicles in the convoy, so the formation was slow to react. Therefore, no chances were taken with civilian traffic. Convoys drove down the centre of every road, with other traffic pulling out of the way. No vehicle was to follow closer than 20 metres. Any infractions were met with spoken, visual, and sometimes fired, warnings.

There were no traffic lights, no pavement markings, and very little signage. Donkey carts, goat herds, and all manner of vehicles (mostly battered Toyota pickup trucks) occupied the roads. In built-up areas, dismounted soldiers

were sent ahead to try to organize traffic, so the convoy could proceed. Language barriers made this challenging. Road conditions, traffic chaos, vehicle breakdowns and the constant threat of attack created a tense ride. After 67 missions, Stefan now appreciates just how valuable it is to have secure and well-maintained roads.

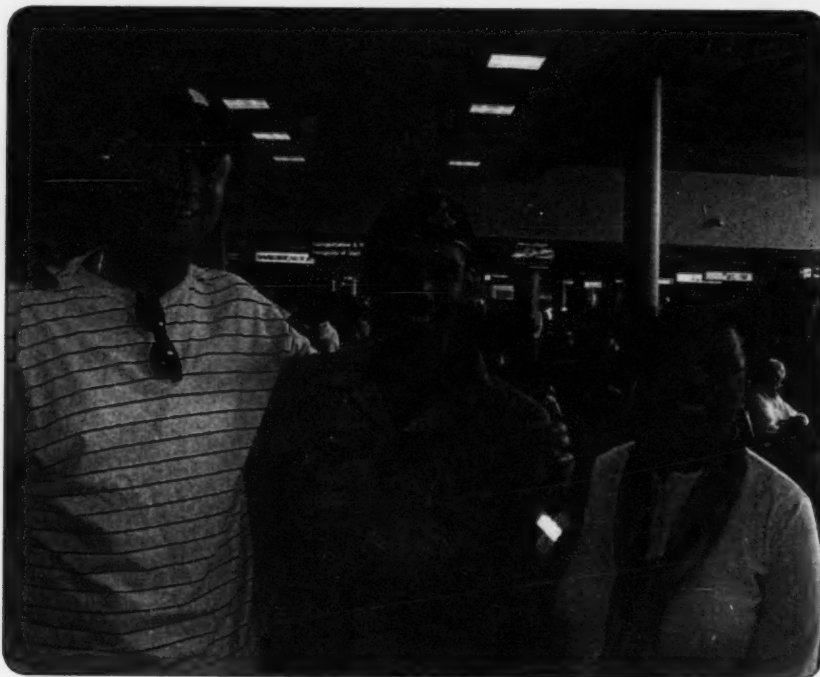
So how were things back home? Well, worrying doesn't help anyone, although worried we certainly often were. Your heart skips a beat when you see a news flash that there have been casualties. Any strange vehicle pulling into your driveway could be bearing bad news. We learned to value every phone call and email. We sent regular "care packages," and we did a family trip to Europe during Stefan's mid-deployment leave. That was intense because despite the fun, we all knew he had to go back. We basically learned to live one day at a time and to take nothing for granted. I truly hope that we'll all remember that as we go forward with our lives. ♦



A Kandahar street as seen from a light armoured vehicle.



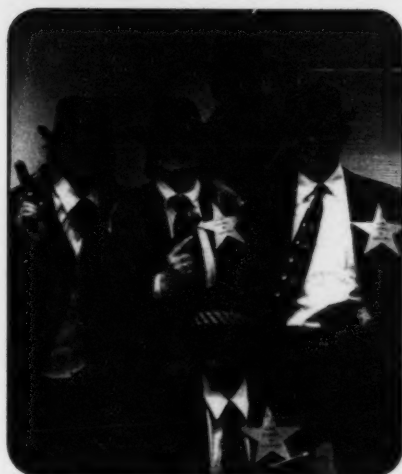
Temporary flag-raising after Stefan's crew realized they were all from B.C.



Jon, Stefan and Maria-Elena Conquist are reunited at the Victoria International Airport.

2nd Annual May Day Challenge – Canadian Edition

Submitted by Elaine Vale, Manager CVSE Policy Initiatives



Grand prize and best costume winner MoTley Partners in Anti-Crime: (standing) Jackie Hucal, Patricia MacDonald, Brian Kangas and Mark Wong, and (kneeling) Tracy Houser.

On May 18 and 19, visitors to Victoria were entertained by the sight of Ministry of Transportation and Infrastructure employees racing around downtown, over the noon hour, wearing costumes that ranged from slick (black suits with sheriff badges, and fedoras) to inventive (teddy bears on lanyards).

What was it all about? Well...

Commercial Vehicle Safety Enforcement at HQ had so much fun at last year's challenge, that they decided to invite all ministry staff in the building to participate in the 2010 "Canadian Edition." Employees from Planning and Programming, Policy, Properties and Business Management, Engineering, Construction and Maintenance, Finance, Human Resources and the Information Management Branch, enthusiastically joined CVSE staff. Everyone put on their "thinking hats" (and running shoes!) to solve the riddles, and find the clues hidden around Victoria, that were needed to crack the final cryptogram.

The challenge provided participants with a chance to meet people from other branches who they might not normally work with. Each team gathered beforehand to get to know each other and pick their name and costumes, and plan their strategy. There was something for everyone – for the non-runners, each team required a coordinator who stayed behind to ensure their team got the correct answers to the clues.

Grand Prize Winner: MoTley Partners in Anti-Crime

Other teams were awarded prizes for:

Best Team Name: Unbearably Canadian (wearing the teddy bears on lanyards)

Best Costume: MoTley Partners in Anti-Crime

Best Picture: Lucky Loonies

Best Teamwork: Invincible 6

Most Canadian: Canuckleheads

Individual prizes were awarded for:

Most Innovative: Karen Brown, for her creative "answers" as team coordinator, and Darren Lee, for "increasing the difficulty level" for the other teams by disguising a sought-after object.

"This event was a great way to meet people from other branches, get active over the lunch hour, be creative, problem solve and have fun," said Tracy Houser, a member of the champion MoTley Partners in Anti-Crime team. "I can't wait until next year!" ♦



Graham Hayes and Roberta Murchie (with their teddy bears) sprint across the lawn of the B.C. Legislative Assembly.



Rebecca Penner and Rob Scott relay their answer to a clue, to Invincible 6 Team Coordinator Tammy Donison.

Community Events

Employees Walk for Juvenile Diabetes Research

Submitted by Crystal Chenier, Secretary



Walkers and family members: (back row) Theresa Chenier (daughter of Crystal Chenier), Crystal Chenier, and Brian Lloyd with children Randy and Sylvie Lloyd; (front row) Cheryl Scott, Louise Braybrook, Bonnie Fadden, and Kamryn Cousins with mom Paula Cousins and dog Finley.

On June 13, six employees from the South Interior Regional Office participated in the Juvenile Diabetes Research Foundation Walk, in Kamloops. The group raised \$1,350 for the cause.

Among the supporting team members was 16-year-old Randy Lloyd, the son of Design Technologist, Brian Lloyd. Randy has had type 1 diabetes since the age of 10, and has used an insulin pump to control his blood sugar since he was 11.

"As a modern-day electronic device enthusiast, Randy has had no problem learning how to use the pump," says Brian. "There is a blood

test that diabetics get about every three months, called an A-1C, which gives the physician a snapshot of the patient's average blood sugar over a 30-day period. I don't ever recall Randy having had a less than excellent report on his A-1C."

Brian says if a person with Type 1 diabetes can go through life with good blood sugar control, the devastating complications that can occur later in life, can be minimized, if not completely eliminated. The insulin pump plays a big role in lifting dietary restrictions.

While type 1 diabetes is called juvenile diabetes, it is a lifelong condition. ♦



Some MoT Road Runners: Deborah Tan, Kaori Taniguchi, Cecilia Dyck, David Retzer, Kevin Weicker, Sarah Duggan and Genevieve Pelletier.



Ed Wnuk and Cheryl Scott spark a little friendly competition in the last stretch of the race.

Ministry Road Runners Boogie the Bridge for Local Charity

Submitted by Genevieve Pelletier,
Assistant Environmental Coordinator

On May 2, a number of ministry employees and family members took to the streets to participate in Kamloops' famous Boogie the Bridge fundraiser. This is the second year that the MoT Road Runners participated in the family-oriented event.

Boogie the Bridge began in Kamloops, in 1998. In its first year, the event attracted 62 participants. This year saw a great turnout of more than 2,200 participants. The event can be run or walked as a five-, 10- or 21-kilometre route, all of which travel across the Overlander Bridge.

This year, Boogie the Bridge raised funds for the AIDS Society of Kamloops (ASK Wellness), which recently broadened its mandate for support services in the community. ASK Wellness provides awareness, education, advocacy, housing, and support related to HIV/AIDS, Hepatitis C, marginalization and persons at risk, in order to develop healthier communities. With the help of several sponsors, all of the funds raised could be directly donated to ASK Wellness.

Over the last 12 years, more than \$350,000 has been raised, and more than 11,000 people have boogied the bridge.

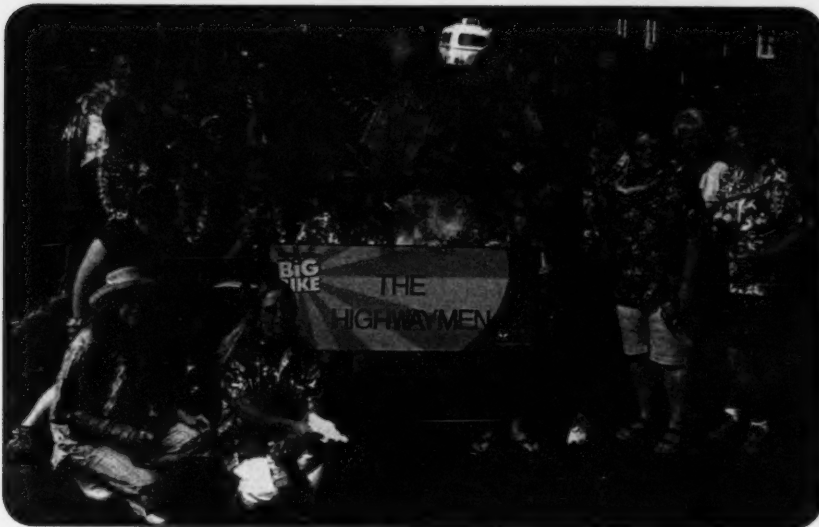
Our outstanding and energetic team of 13 was formed of Sarah Duggan, Tom Freeman, Carrie Stiles-Freeman, Genevieve Pelletier, Jacob Pietrzyk, Alexandra Tobin, Dave Retzer, Cheryl Scott, Dylan Scott, Deborah Tan, Kaori Taniguchi, Kevin Weicker and Ed Wnuk. All participants successfully completed the race.

Way to go MoT
Road Runners! ♦



HQ's Highwaymen Pedal the Big Bike

Submitted by Bobbie Mitchell, Director's Secretary



The Highwaymen rode the streets of Victoria, raising \$6,000 in the process.

On June 23, The Highwaymen rode again on the Big Bike for Heart and Stroke, in Victoria. It was a fun, exciting and exhilarating event for our "Tacky Tourist" riders, as with great music, noisemakers, and freely used water pistols we rode to the waves, smiles and greetings of the many people along the route.

We were generously supported in our fundraising efforts by pledges and donations from friends, family, and colleagues, and staff in HQ. Additional funds were raised through 50/50 draws and the raffle of an Ivana Mazuch cake. We are thrilled to announce that a total of \$6,400 was raised this year – a fantastic increase over last year's total,

and the highest amount in our four years of participating in this event. All the riders send a huge thank you to all of our supporters!

Team members were: Captain Monique Meek, Pam Desjardine, Laurie Farquharson, Dianne Froese, Jerry Froese, Lynn Fueser, Kellie Gillette, Lorraine Henderson, Suzanne Lim, Terry Lim, Patricia MacDonald, Dawn Major, Shanna Mason, Pam Merkley, Nancy Merston, Bobbie Mitchell, Teresa Nye, April Paxton, Jenny Pleice and Shaun Prodanuk. We were also helped out by last-minute "pedal pushers" Ivana Mazuch, Kate Walton, Amber MacDonald and Tiffany Moser.

Our biggest fundraiser was Lynne Fueser (\$620), with additional high totals raised by Jenny Pleice (\$520), Monique Meek (\$505), Nancy Merston (\$500), Shanna Mason (\$450), Dianne Froese (\$350), Suzanne Lim (\$310), Dawn Major (\$280), Jerry Froese (\$250) and Pam Merkley (\$225.)

To Monique Meek, our wonderful captain, we owe a huge debt of gratitude. Our success rests on your shoulders as you organized us, reminded us, helped us, and urged us on in our fundraising goals.

We think we were the best team in town! ♦

We're looking for stories
and photos for the fall
Runner



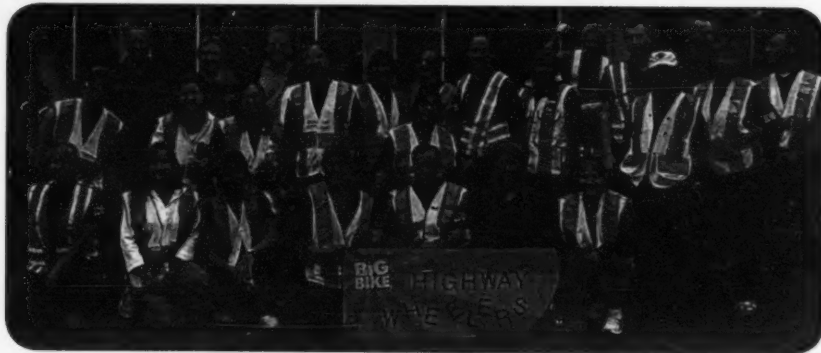
Please email them to
RoadRunner@gov.bc.ca

Highway Wheelers Ride Again

Submitted by Crystal Chenier, Secretary

The Southern Interior Region Highway Wheelers jumped aboard the Big Bike once again, during its trip through Kamloops, on May 27. The bike accommodates 30 riders who raise funds and awareness for heart disease and stroke research.

Together, the Highway Wheelers collected \$2,758 for the Heart and Stroke Foundation. The foundation reports that last year, more than 40,000 riders, from 200 communities, helped raise about \$7 million. ♦



The Highway Wheelers assembled in their team uniforms.

On the road again

TRAN Employees On The Move

Our 25th Anniversary Road Trip

Submitted by Ron Sharp, Sign Design Technologist

On a sunny, warm Easter Saturday, in April 1985, we married. The following Tuesday, I returned to high school...

Twenty-five years later, after both graduating from college (and yes, high school), raising our three boys (two of whom married this past year), and celebrating the recent birth of our beautiful first grandchild (while waiting on the arrival of our second), Sherry and I left our empty nest. We spent a month travelling 20,000 kilometres – 8,400 kilometres by highway, 8,000 kilometres by air and 4,158 kilometres by sea. We went down Highways 101 and 1 along the U.S. West Coast to Southern California and Disneyland, east to Las Vegas, the Grand Canyon and Utah, and onto Florida to cruise to Eleuthera Islands (Bahamas), St. Maarten, the U.S. Virgin Islands and Grand Turk in the Caribbean, all to celebrate our life and successes together.

We jumped into our 2005 yellow Volkswagen Beetle from our home in Kamloops, March 26, and began our trip. Our first destination was Harrison Hot Springs, where we began married life 25 years earlier with our humble honeymoon room. From here we would enjoy a myriad of road trip experiences...

- Wild weather, including many crazy storms featuring hail, wind, rain, snow, thunder and even sand.
- Wildlife – pods of dolphin (in both the Pacific and Atlantic Oceans), elk in Washington, eagles in Oregon, sea lions in California, lizards in Nevada, antelope in Arizona and wild turkey in Utah.
- Natural wonders including the powerful and rugged Oregon Coast, the colourful sprawling California Coast, the gentle giant redwoods, the majestic Grand Canyon, Monument Valley and Arches National

Park with their captivating monolith and hoodoo formations, and what we considered Paradise – the white sands and turquoise waters of the Caribbean.

- Modern transportation wonders, including the imposing 1966 Astoria Bridge at 6,545 metres in length with a 60-metre clearance; the Thomas Creek Bridge, a 1961 steel truss bridge with 105-metre clearance; San Francisco's historic cable cars and iconic wonder, the Golden Gate Bridge; the insanely-winding northern portion of California Hwy 1 (Gravol anyone?); the beautiful single-arching concrete Bixby Creek Bridge with an arch span of 100 metres, the largest concrete bridge in the world when built in 1932; historic Route 66 through the Arizona desert, and of course our own mountainous streamlined Coquihalla Highway.

Continued on Page 34...

Cannon Beach	829
San Francisco	1985
Disneyland	2768
Las Vegas	3023
Grand Canyon	3489
St. Maarten	6965

My sign design for our anniversary trip.



Sherry and me in the Caribbean, known to us as Paradise.

Our 25th Anniversary Road Trip ...Continued from Page 33

- A 7.2 earthquake in Los Angeles (centred in nearby Baja, California).
- Ate lots of Ice cream, shopped and rode the rides in Disneyland for the day of our anniversary. Disney was even kind enough to throw an amazing fireworks celebration in our honour that night, and lots of people came out. How'd they know?!
- A Vancouver Canucks playoff game in Los Angeles.
- The brilliant Cirque Du Soleil's *O* performance at Las Vegas' Bellagio.
- Roller coaster rides from the historic 1924 Giant Dipper on the Santa Cruz Boardwalk, the West Coaster on the Santa Monica Pier, California Screamin' in California Adventure, the Big Thunder Mountain Railroad in Disneyland, and New York New York's Roller Coaster in Las Vegas.

And, we only got lost once...ok, I got lost; only had one flat tire; only lost our belly pan off the car (in the middle of nowhere) and only got rear-ended at a stop light on the Las Vegas strip by a showgirl, but hey, what happens in Vegas...

We arrived back home on April 25, just as my holidays ran out. Otherwise we would have tried to reach New York. We brought back really sore backsides, tired credit cards and lots of great memories.

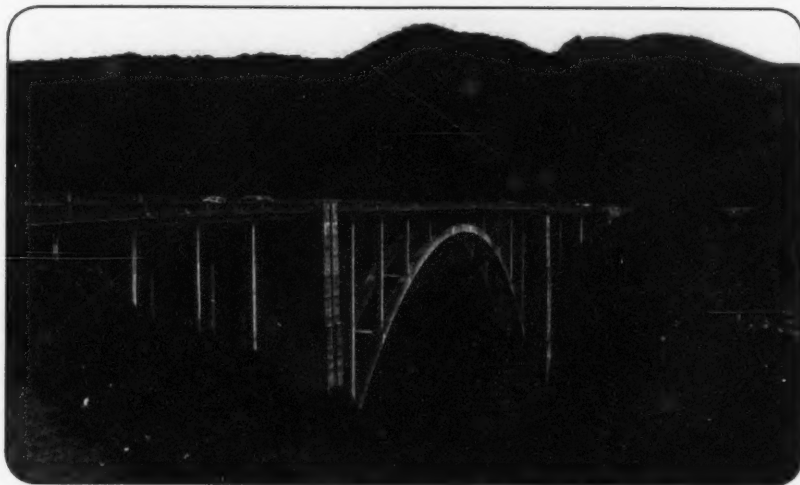
Afterthoughts from the Road...

The word "road" originates from the meaning for "ride," which referred to a journey on horseback.

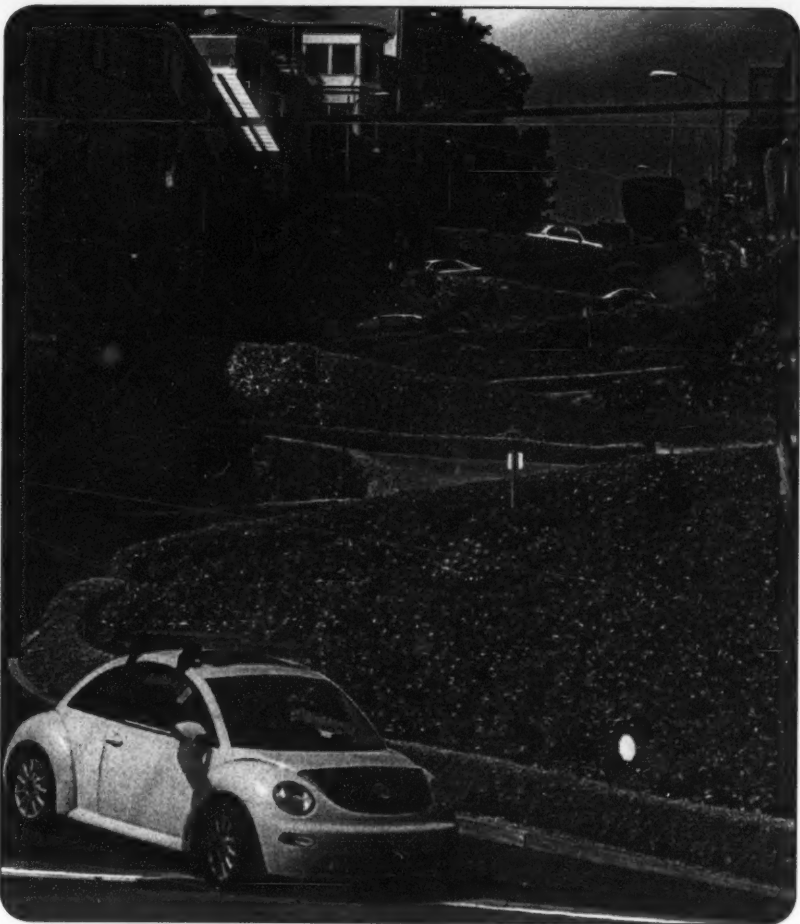
This is quite a leap when I think of Sherry and me cruising down highways across North America in a little yellow Beetle, blaring *Life is a Highway*. It makes me consider what roads mean to us today.

How do you measure the quality of life our highways offer for family reunions, sports tournaments or summer vacations? What is the value of freedom and choice that these routes conveniently and safely offer us?

Without the work we all do in the Ministry of Transportation and Infrastructure, and that is done in other jurisdictions around North America, our road trip wouldn't have extended very far. So thanks to everyone for a great anniversary gift – how'd you know?! ♦



The Bixby Creek Bridge brought motorized vehicle travel to Big Sur, California, in 1932.



Our yellow VW Beetle traverses Lombard Street, in San Francisco.

You never know what you'll see!

Name That British Columbia Community

Submitted by Beverly van Druten-Blais, Graphic Design Specialist

Here's some summer fun that may have you stumped. Name the communities which match the descriptions below. The communities each start with a different letter of the alphabet. Every letter of the alphabet is used, with the exception of "G" and "X".

Not a round top

Answer: _____

5.5 point type

Answer: _____

Expose oneself to pleasant warmth

Answer: _____

Homesteaders

Answer: _____

Homer's exclamation over an abundant stream

Answer: _____

An insult may cut you to this

Answer: _____

Specially fired pottery with a "Y"

Answer: _____

Twenty-five per cent pieces of your noggin

Answer: _____

A Frenchman feeling under the weather

Answer: _____

African-American singing family

Answer: _____

A child's reaction to a public display of affection

Answer: _____

Oversized dude

Answer: _____

Foamy hair product that creates towering zeniths

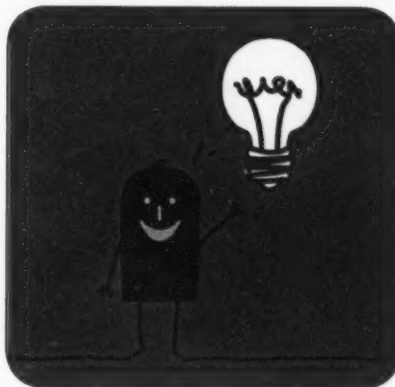
Answer: _____

View a common work tool

Answer: _____

Duke of Edinburgh's limbs

Answer: _____



Major Charles Winchester III's real middle name

Answer: _____

One who leaves a room

Answer: _____

Gang fighting on a sandy shore

Answer: _____

Vapour craft that is Willie's last name

Answer: _____

A sheltered bay housing Benedict Arnold

Answer: _____

Allied code name for the Japanese zero fighter

Answer: _____

A washroom that can be found between the mountains

Answer: _____

Stream above the porcelain

Answer: _____

A crafty place

Answer: _____

The first person (or team) to submit all the answers correctly will win a prize! Email your answers to: RoadRunner@gov.bc.ca, and enter "BC Communities" in the subject line. ♦

Onto new vistas

MoT Employee Retirements

Clem Vanderhorst and Art Caldwell Retire

Submitted by Leslie Elder, Provincial Approving Officer



Clem Vanderhorst was a high achiever at the last two World Police and Fire Games.

In May, the Rocky Mountain District said farewell to Art Caldwell and Clem Vanderhorst.

Art Caldwell started out his 37-year career with the Ministry of Transportation and Infrastructure, working in the Lower Mainland area with the survey crew. This took him from one end of the province to the other, in all directions. After several years, he moved to Fernie and began a career in development approvals, which lead him to the Provincial Approving Officer position, in 2002.

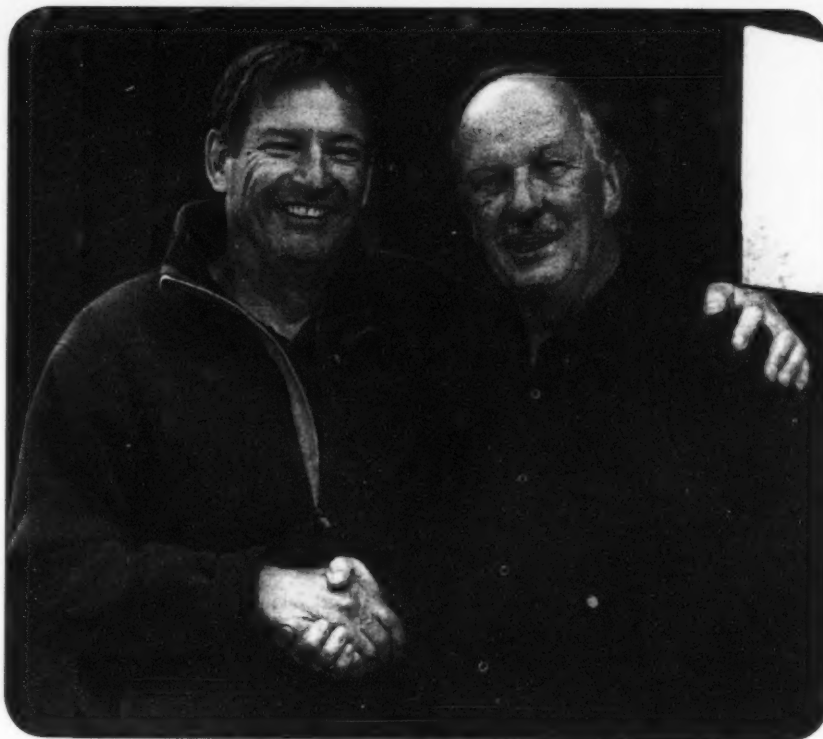
One of the gifts presented to Art at his retirement was a surplus 1925 map of British Columbia, which had been a favourite of his. Naturally, we joked that he had been around at the time the map had been prepared, and perhaps he had even worked on some of the survey, or had driven most of the roads shown on the map – to towns that don't exist today! The experience and history that someone like Art retains over a 37-year career cannot be learned or passed on – that we will miss. We all wish Art a retirement that is spent fishing and

enjoying his new grandson – and that does not involve too much time cutting firewood!

Clem Vanderhorst worked with the Commercial Vehicle Safety and Enforcement Branch for the past 35 years. His entire public service career was as a Senior Area Vehicle Inspector based out of Cranbrook. Clem and his wife, Irene, raised their two children in Cranbrook, and they still call Cranbrook home. Clem's passion is physical fitness and this was well illustrated at the World Police Games where he won a silver

medal in the iron man competition last year. In previous years, he participated in the World Police Games in Australia, where he brought home a silver medal in the triathlon.

Clem plans to take on a new pursuit in his retirement – kayaking. He was presented with some gift certificates to get him well on his way to the sport. We wish Clem and Irene all the best in their newfound time together. We will miss Clem's expertise and his friendship. ♦



Clem Vanderhorst and Art Caldwell have a combined service of 72 years.

Staff Roundup

NEW FACES AT FIELD SERVICES

Paul Shul and **Jason Jackson** have joined the Field Services Management Team. **Paul Shul** is the Construction Manager for grading crews and projects throughout the Okanagan Corridor and Kootenays. Paul brings an extensive background in road construction, and will be located in the Kelowna District office. **Jason Jackson** rejoins Field Services as the Paving Manager for our crews and projects on Vancouver Island, the Lower Mainland and up into the Thompson Nicola District. Jason will be based in Field Services' main office in Kamloops.

Jacque Denis is working with the Field Services team in Kamloops in the position of Quality Management Assistant, while **Raj Gill** is on maternity leave. Jacque is from the Ministry of Forests and Range.

Ferdinando (Nando) Di Lorenzo is with the Ground Modelling Group in Kamloops, where he is working under the mentorship of **Bob Gourley**. Previously Nando worked with the Ministry of Integrated Land Management Branch.

Tom Murphy is Ministry Representative, looking after projects in the Cariboo Corridor at Wright Station Curves and 148 Mile to Likely. Tom had been acting in the role over the past two seasons.



COMMERCIAL VEHICLE SAFETY AND ENFORCEMENT BRANCH EMPLOYEES

Thomas Wong, a new policy analyst in Victoria, has worked with the provincial government in the Intellectual Property Program and Corporate Initiatives Branch in Shared Services BC. Before entering government, he was a high school English teacher, in Vancouver and Richmond. Thomas graduated in 2007 from University of British Columbia's law program.

Susan Jones, a new policy analyst in Victoria, started her public service career in the Ministry of Energy, Mines and Petroleum Resources as a co-op student, and spent a number of years managing the oil and gas tenure referral program. She then worked four years as a policy analyst with the Ministry of Tourism, Culture and the Arts, before returning to the Ministry of Energy, Mines and Petroleum Resources as a Project Manager. Susan has a BSc. in physical geography and a Master's Degree in public administration.

Jeff Monty brings more than 30 years of forestry experience to his new position as Manager, Vehicle Policies and Programs, in Victoria. Jeff was most recently on a nine-month temporary assignment with Pacific Carbon Trust, buying and selling carbon credits for the Government of B.C. Before then, Jeff was the Manager of Scaling, Cruising and Waste for the Ministry of Forests. He has a B. Sc. in forestry from the University of New Brunswick, and a Public Administration Certificate from the University of Alberta.



Susan Jones and Thomas Wong have joined the ministry as Policy Analysts with CVSE.

Glen Callander and **Chris Corpuz** have joined the South Coast Region Highway Design and Geomatics business unit, in Burnaby. **Glen Callander** will be working with our In-house Design Team. He brings with him significant experience working in the field of geomatics, from Planning and Partnerships Group in the region, and from Development Approvals in the Lower Mainland District. **Chris Corpuz** is a UBC Engineering Student and returns to us for the summer to assist with Geomatics/Survey duties.

Melanie Robbestad is the Administrative Assistant to the Northern Region's Director, in Prince George. Melanie was previously with the Ministry of Attorney General, in the roles of Court Clerk and Registry Clerk.

Susan Morneau is the Manager of HR Planning and Development, with the Strategic Human Resources Branch. Susan was previously with the Ministry of Forests and Range where she was a Manager of HR Planning for the Integrated Land Management Bureau. She has also worked with the ministries of environment and advanced education.

Diane Marson is Manager, Corporate Contracting, with the Construction and Maintenance Branch in Victoria. Diane has Procurement and Contract Management Program certification and extensive experience in public sector procurement.

Crystal Wheeler is Environmental Roadside Manager, with the Engineering Branch, in Victoria. Crystal was formerly with the Ministry of Forests and Range's Chilcoltlin Forest District, and worked as a Range Agrologist in Alexis Creek.

Robb Andersen is Avalanche Technician in the Kootenay Pass Avalanche Program. Robb has been with this program since 2004, and has also worked with the ministry's Bear Pass Avalanche Program, in Stewart.

Rebecca Whitley is the Manager of Service Planning, with the Finance and Management Services Department. She has extensive experience in planning, performance management and evaluation in the public sector. Her public sector experience includes being a performance management analyst with the Ministry of Forests, and Manager, Internal Planning and Performance Management with the Ministry of Energy, Mines and Petroleum Resources.